
TIGARD CITY COUNCIL
MEETING

November 26, 2002 6:30 p.m.

TIGARD CITY HALL
13125 SW HALL BLVD
TIGARD, OR 97223



PUBLIC NOTICE:

Anyone wishing to speak on an agenda item should sign on the appropriate sign-up sheet(s). If no sheet is available, ask to be recognized by the Mayor at the beginning of that agenda item. Visitor's Agenda items are asked to be two minutes or less. Longer matters can be set for a future Agenda by contacting either the Mayor or the City Manager.

Times noted are estimated; it is recommended that persons interested in testifying be present by 7:15 p.m. to sign in on the testimony sign-in sheet. Business agenda items can be heard in any order after 7:30 p.m.

Assistive Listening Devices are available for persons with impaired hearing and should be scheduled for Council meetings by noon on the Monday prior to the Council meeting. Please call 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

Upon request, the City will also endeavor to arrange for the following services:

- Qualified sign language interpreters for persons with speech or hearing impairments; and
- Qualified bilingual interpreters.

Since these services must be scheduled with outside service providers, it is important to allow as much lead time as possible. Please notify the City of your need by 5:00 p.m. on the Thursday preceding the meeting by calling: 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

SEE ATTACHED AGENDA

A G E N D A
TIGARD CITY COUNCIL MEETING
November 26, 2002

6:30 PM

- STUDY SESSION

- > UPDATE ON URBAN SERVICES AGREEMENT REQUIRED BY SENATE BILL 122

- EXECUTIVE SESSION: The Tigard City Council may go into Executive Session. If an Executive Session is called to order, the appropriate ORS citation will be announced identifying the applicable statute. All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(3), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.

7:30 PM

- 1. BUSINESS MEETING

- 1.1 Call to Order - City Council & Local Contract Review Board
 - 1.2 Roll Call
 - 1.3 Pledge of Allegiance
 - 1.4 Council Communications & Liaison Reports
 - 1.5 Call to Council and Staff for Non-Agenda Items

- 2. VISITOR'S AGENDA (Two Minutes or Less, Please)

- 3. CONSENT AGENDA: These items are considered to be routine and may be enacted in one motion without separate discussion. Anyone may request that an item be removed by motion for discussion and separate action. Motion to:

- 3.1 Approve Council Minutes for October 29, 2002

- Consent Agenda - Items Removed for Separate Discussion: Any items requested to be removed from the Consent Agenda for separate discussion will be

considered immediately after the Council has voted on those items which do not need discussion.

4. CONSIDER ADOPTING THE WASHINGTON SQUARE REGIONAL CENTER FUNDING STRATEGY
 - a. Staff Report: Community Development Staff
 - b. Council Discussion
 - c. Council Consideration: Resolution No. 02 - _____
5. PRESENTATION ON SKATE PARK FACILITY DESIGN
 - a. Staff Report: Public Works Staff
 - b. Council Discussion
6. CONSIDER FORMING THE DOWNTOWN TASK FORCE AND APPOINTING MEMBERS TO THE TASK FORCE
 - a. Staff Report: Community Development Staff
 - b. Council Discussion
 - c. Council Consideration: Resolution No. 02 - _____
7. COUNCIL LIAISON REPORTS
8. NON AGENDA ITEMS
9. EXECUTIVE SESSION: The Tigard City Council may go into Executive Session. If an Executive Session is called to order, the appropriate ORS citation will be announced identifying the applicable statute. All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(3), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.
10. ADJOURNMENT

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AGENDA ITEM # _____
FOR AGENDA OF 11-26-02

CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Update on Urban Services Agreement required by Senate Bill 122

PREPARED BY: Julia Hajduk DEPT HEAD OK _____ CITY MGR OK _____

ISSUE BEFORE THE COUNCIL

Receive update on the status of the Urban Service Agreement (USA) required by Senate Bill 122 (SB122).

STAFF RECOMMENDATION

N/A

INFORMATION SUMMARY

Senate Bill 122 requires counties to coordinate service provider agreements for urbanizable areas to identify who the ultimate service provider will be. A signed USA is also a requirement of proceeding with an annexation plan. Washington County has been working with a SB122 Management Oversight Committee for a few years to develop agreed upon principles so that all USA's could be similar in format and content. Because of Tigard's interest in examining the Bull mountain area, the County determined that we would be among the first cities in Washington County to develop and sign the agreement. The City of Tigard, Washington County and the specific service providers (Clean Water Services, Tri-Met, Tualatin Hills Park and Recreation District, Tualatin Valley Fire and Rescue, and Tualatin Valley Water District) have been coordinating their comments and issues and are close to a final USA.

Attached is a copy of the draft USA. This has been coordinated by various City departments including Public Works (Parks, Storm and Sanitary Sewer and Water), Police, Finance, Administration, Engineering and Community Development. It is not considered the final draft because the other service providers have not commented and Tigard has a remaining minor issue with the Water section. Once a final USA is prepared, staff will bring it to Council for approval and signature. It is anticipated that the final USA will be brought to the City Council at the December 10, 2002 Council meeting.

OTHER ALTERNATIVES CONSIDERED

Not applicable

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

Growth and Growth Management, Goal #2 – Urban services are provided to all citizens within Tigard's urban growth boundary and recipients of services pay their share.

ATTACHMENT LIST

Attachment 1: Draft Urban Service Agreement

FISCAL NOTES

Not applicable

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**THIRD DRAFT
TIGARD URBAN SERVICE AGREEMENT
October 25, 2002**

This AGREEMENT is made and entered into by and between Washington County, a municipal corporation of the State of Oregon, hereinafter “COUNTY,” the City of Tigard, a municipal corporation of the State of Oregon, hereinafter “CITY,” Metro, a metropolitan service district of the State of Oregon, hereinafter “METRO,” and the following Special Districts of the State of Oregon, hereinafter “DISTRICT(S),”

Clean Water Services;
Tigard Water District;
Tri-Met;
Tualatin Hills Park and Recreation District;
Tualatin Valley Fire and Rescue District; and
Tualatin Valley Water District

RECITALS

WHEREAS, ORS 195.025(1) requires METRO, through its regional coordination responsibilities, to review urban service agreements affecting land use, including planning activities of the counties, cities, special districts, state agencies; and

WHEREAS, ORS 195.020(4)(e) requires cooperative agreements to specify the units of local government which shall be parties to an urban service agreement under ORS 195.065; and

WHEREAS, ORS 195.065(1) requires units of local government that provide an urban service within an urban growth boundary to enter into an urban service agreement that specifies the unit of government that will deliver the services, sets forth the functional role of each service provider, determines the future service area, and assigns responsibilities for planning and coordination of services; and

WHEREAS, ORS 195.065(1) and (2) require that the COUNTY shall be responsible for:

1. Convening representatives of all cities and special districts that provide or declare an interest in providing an urban service inside an urban growth boundary within the county that has a population greater than 2,500 persons for the purpose of negotiating an urban service agreement;
2. Consulting with recognized community planning organizations within the area affected by the urban service agreement; and

3. Notifying Metro in advance of meetings to negotiate an urban service agreement to enable Metro's review; and

WHEREAS, ORS 195.075(1) requires urban service agreements to provide for the continuation of an adequate level of urban services to the entire area that each provider serves and to specify if there is a significant reduction in the territory of a special service district; and

WHEREAS, ORS 195.075(1) requires that if there is a significant reduction in territory, the agreement shall specify how the remaining portion of the district is to receive services in an affordable manner; and

WHEREAS, ORS 195.205 TO 195.235 grant authority to cities and districts (as defined by ORS 198.010) to annex lands within an urban growth boundary, subject to voter approval, if the city or district enacts an annexation plan adopted pursuant to ORS 195.020, 195.060 to 195.085, 195.145 to 195.235, 197.005, 197.319, 197.320, 197.335, and 223.304, and if the city or district has entered into urban service agreements with the county, cities and special districts which provide urban services within the affected area; and

WHEREAS, ORS 197.175 requires cities and counties to prepare, adopt, amend, and revise their comprehensive plans in compliance with statewide planning goals, and enact land use regulations to implement their comprehensive plans; and

WHEREAS, Statewide Planning Goals 2, 11, and 14 require cities and counties to plan, in cooperation with all affected agencies and special districts, for the urbanization of lands within an urban growth boundary, and ensure the timely, orderly, and efficient extension of public facilities and urban services.

NOW, THEREFORE, the premises being in general as stated in the foregoing recitals, it is agreed by and between the parties hereto as follows:

I. ROLES AND RESPONSIBILITIES

- A. Parties to this AGREEMENT shall provide land use planning notice to each other in accordance with the provision of the "Cooperative Agreements," developed per ORS 195.020(4)(e).
- B. The parties to this AGREEMENT are designated as the appropriate provider of services to the citizens residing within their boundaries as specified in this AGREEMENT.
- C. The CITY is designated as the appropriate provider of services to citizens residing within its boundaries and to adjacent unincorporated areas subject to this AGREEMENT as shown on Map A, except for those services that are to be provided by another party as specified in this AGREEMENT.
- D. The CITY and COUNTY will be supportive of annexations to the CITY over time. The CITY shall endeavor to annex the unincorporated areas shown on Map A, in keeping with the following schedule:

1. Near to mid-term (3 to 5 years): Bull Mountain area and unincorporated lands north of the Tualatin River and south of Durham Road and
 2. Far-term (10 years or later): Metzger area.
- E. Pursuant to ORS 195.205, the CITY and DISTRICTS reserve the right and may, subsequent to the enactment of this AGREEMENT, develop an annexation plan(s) in accordance with ORS 195.205 to 220.
- F. In keeping with the *County 2000 Strategic Plan* or its successor, the COUNTY will focus its energies on those services that provide county-wide benefit and transition out of providing municipal services that may benefit specific geographic areas or districts. The COUNTY recognizes cities and special service districts as the ultimate municipal service providers as specified in this AGREEMENT. The COUNTY also recognizes cities as the ultimate local governance provider to the urban area.
- G. Within twelve months of the effective date of this AGREEMENT and prior to any consolidation or transfer of duties or any single or multiple annexations totaling twenty acres, the parties shall identify any duties performed by the parties that will or may be assumed or transferred from one party to another party by annexation, consolidation or agreement. The affected parties shall identify how the duties will be transferred or assumed, including the transfer of employees and equipment. The process to transfer duties, employees and equipment shall account for the cumulative effects of annexation, consolidation and transfer by agreement. This process shall also address large scale annexations and the large scale transfer of duties by consolidation or agreement. In the event the affected parties cannot agree upon the processes to transfer duties, employees and equipment, the provisions of Section VII of this AGREEMENT shall be used to resolve the dispute.
- H. The COUNTY shall have the responsibility for convening representatives for the purpose of amending this AGREEMENT, pursuant to ORS 195.065(2)(a).

II. AGREEMENT COORDINATION

- A. Existing intergovernmental agreements that are consistent with this AGREEMENT shall remain in force. This AGREEMENT shall control provisions of existing intergovernmental agreements that are inconsistent with the terms of this AGREEMENT. This AGREEMENT does not preclude any party from amending an existing inter-governmental agreement or entering into a new inter-governmental agreement with one or more parties for a service addressed in this AGREEMENT, provided such an agreement is consistent with the provisions of this AGREEMENT.
- B. The CITY and COUNTY have entered into an intergovernmental agreement for the CITY provision of building, land development and specific road services on behalf of the COUNTY to the unincorporated lands in the Bull Mountain area.
- C. CITY and COUNTY shall endeavor to take all action necessary to cause their comprehensive plans to be amended to be consistent with this AGREEMENT within twelve

months of execution of this AGREEMENT, but no later than sixteen months from the date of execution.

III. AREA AFFECTED BY AGREEMENT

This AGREEMENT applies to the Tigard Urban Service Area (TUSA) as shown on Map A and properties added to the Regional Urban Growth Boundary (UGB) that are to be annexed to the CITY in the future as described below in Section VIII.

IV. URBAN SERVICE PROVIDERS

A. The service provisions of this AGREEMENT, as described in Exhibits A through G, establish the providers and elements of urban services for the geographic area covered in this AGREEMENT; and

B. The following urban services are addressed in this AGREEMENT:

1. Fire Protection and Emergency Services (Exhibit A);
2. Public Transit (Exhibit B);
3. Law Enforcement (Exhibit C);
4. Parks, Recreation, and Open Space (Exhibit D);
5. Roads and Streets (Exhibit E);
6. Sanitary Sewer and Storm Water (Exhibit F); and
7. Water Service (Exhibit G).

V. ASSIGNABILITY

No assignment of any party's rights or obligations under this AGREEMENT to a different, new or consolidated or merged entity shall be effective without the prior consent of the other parties affected thereby. Any party to this AGREEMENT who proposes a formation, merger, consolidation, dissolution, or other major boundary change shall notify all other parties of the availability of the reports or studies required by Oregon State Statutes to be prepared as part of the proposal.

VI. EFFECTIVE DATE OF AGREEMENT

This AGREEMENT shall become effective upon full execution by all parties.

VII. TERM OF THE AGREEMENT

This AGREEMENT shall continue to be in effect as long as required under state law. The COUNTY shall be responsible for convening the parties to this AGREEMENT for the review or modification of this AGREEMENT, pursuant to Section VIII.

VIII. PROCESS FOR REVIEW AND MODIFICATION OF THE AGREEMENT

- A. Parties shall periodically review the provisions of this AGREEMENT in order to evaluate the effectiveness of the processes set forth herein and to propose any necessary or beneficial amendments to address considerations of ORS 195.070 and ORS 195.075.
- B. Any party may propose modifications to this agreement to address concerns or changes in circumstances.
- C. The body of this AGREEMENT (Recitals and Sections I through IX) may only be changed by written consent of all affected parties. Amendments to the exhibits of this AGREEMENT may be made upon written consent of the parties identified in each exhibit.
- D. The periodic review of this AGREEMENT and all proposed modifications to this AGREEMENT shall be coordinated by the COUNTY. All requests for the periodic review of this AGREEMENT and all proposed modifications shall be considered in a timely manner and all parties shall receive notice of any proposed amendment. Only those parties affected by an amendment shall sign the amended agreement. All amendments that include boundary changes shall comply with Chapter 3.09 of the METRO Code or its successor.
- E. Lands added to the Regional Urban Growth Boundary that are determined to be annexed to the CITY in the future by separate process, such as an Urban Reserve Plan, shall be subject to this AGREEMENT. The appropriate service providers to new urban lands for the services addressed in this AGREEMENT shall be determined through the provisions of this Section unless those determinations are made through the development of an Urban Reserve Plan and all affected parties agree to the service determinations. This AGREEMENT shall be amended to address new urban lands and reflect the service provider determinations consistent with the provisions of this Section.

IX. DISPUTE RESOLUTION

If a dispute arises between or among the parties regarding breach of this AGREEMENT or interpretation of any term thereof, those parties shall first attempt to resolve the dispute by negotiation prior to any other contested case process. If negotiation fails to resolve the dispute, the parties agree to submit the matter to non-binding mediation. Only after these steps have been exhausted will the matter be submitted to arbitration.

Step 1 – Negotiation. The managers or other persons designated by each of the disputing parties will negotiate on behalf of the entities they represent. The issues of the dispute shall be reduced to writing and each manager shall then meet and attempt to resolve the issue. If the dispute is resolved with this step, there shall be a written determination of such resolution signed by each manager, which shall be binding upon the parties.

Step 2 – Mediation. If the dispute cannot be resolved within 30 days of initiation of Step 1, a party shall request in writing that the matter be submitted to non-binding mediation. The parties shall use good-faith efforts to agree on a mediator. If they cannot agree, the parties shall request a list

of five mediators from an entity or firm providing mediation services. The parties will attempt to mutually agree on a mediator from the list provided, but if they cannot agree, each party shall select one name and the two mediators shall jointly select a third mediator. The dispute shall be heard by the third mediator and any common costs of mediation shall be borne equally by the parties, who shall each bear their own costs and fees therefore. If the issue is resolved at this Step, then a written determination of such resolution shall be signed by each manager and shall be binding upon the parties.

Step 3 – Arbitration. After exhaustion of Steps 1 and 2 above, the matter shall be settled by binding arbitration in Washington County, Oregon, in accordance with the Commercial Arbitration Rules of the American Arbitration Association, the rules of the Arbitration Service of Portland, or any other rules mutually agreed to, pursuant to ORS 190.710-790. The arbitration shall be before a single arbitrator; nothing shall prevent the parties from mutually selecting an arbitrator or panel thereof who is not part of the AAA panel and agreeing upon arbitration rules and procedures. The cost of arbitration shall be shared equally. The arbitration shall be held within 60 days of selection of the arbitrator unless otherwise agreed to by the parties. The decision shall be issued within 60 days of arbitration.

X. SEVERABILITY CLAUSE

If any portion of this AGREEMENT is declared invalid, or unconstitutional by a court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions of this AGREEMENT.

XI. SIGNATURES OF PARTIES TO AGREEMENT

In witness whereof, this AGREEMENT is executed by the authorized representatives of the COUNTY, CITY, DISTRICTS, and METRO. The parties, by their representative's signatures to this AGREEMENT, signify that each has read the AGREEMENT, understands its terms, and agrees to be bound thereby.

CITY OF TIGARD

By: _____
James E. Griffith, Mayor

_____ Date

Approved as to Form:

By: _____
City Attorney

TUALATIN VALLEY FIRE AND RESCUE DISTRICT

By: _____
Chairman, Board of Directors Date _____

Approved as to Form:

By: _____
District Counsel

TUALATIN HILLS PARK AND RECREATION DISTRICT

By: _____
Chairman, Board of Directors Date _____

Approved as to Form:

By: _____
District Counsel

TRI-MET

By: _____
General Manager

_____ Date

Approved as to Form:

By: _____
District Counsel

CLEAN WATER SERVICES

By:_____

Tom Brian, Chair
Board of Directors

Date

Approved as to Form:

By:_____

District Counsel

TIGARD WATER DISTRICT

By: _____
Chairman, Board of Directors

_____ Date

Approved as to Form:

By: _____
District Counsel

TUALATIN VALLEY WATER DISTRICT

By: _____
Chairman, Board of Directors

_____ Date

Approved as to Form:

By: _____
District Counsel

WASHINGTON COUNTY

By: _____
Tom Brian, Chair
Board of Commissioners

_____ Date

Approved as to Form:

By: _____
County Counsel

METRO

By: _____
Presiding Officer

_____ Date

Approved as to Form:

By: _____
Legal Counsel

EXHIBIT A

PROVISIONS OF AGREEMENT FOR FIRE PROTECTION AND PUBLIC EMERGENCY SERVICES

TUALATIN VALLEY FIRE AND RESCUE DISTRICT, CITY and COUNTY agree:

1. That the TUALATIN VALLEY FIRE AND RESCUE DISTRICT (TVFR) is and shall continue to be the sole provider of fire protection services to the Tigard Urban Service Area (TUSA) shown on Map A.
2. That TVFR, CITY and COUNTY are and shall continue to provide emergency management response services to the TUSA.
3. That TVFR is and shall continue to be the sole provider of all other public emergency services to the TUSA.

EXHIBIT B

PROVISIONS OF AGREEMENT FOR PUBLIC TRANSIT SERVICE

TRI-MET, CITY, COUNTY and METRO agree:

1. That TRI-MET, pursuant to ORS Chapter 267, is currently the sole provider of public mass transit to the Tigard Urban Service Area (TUSA) shown on Map A. Future options for public mass transit services to the TUSA may include public/private partnerships to provide rail or other transit service, CITY operated transit service, and transit service by one or more public agency to all or part of the area.
2. That TRI-MET shall work with the COUNTY, CITY, and METRO to provide efficient and effective public mass transit services to the TUSA.

EXHIBIT C

PROVISIONS OF AGREEMENT FOR LAW ENFORCEMENT

COUNTY and CITY agree:

1. That as annexations occur within the Tigard Urban Service Area shown on Map A, the CITY will assume law enforcement services and the area will be withdrawn from the Enhanced Sheriff's Patrol District. The Sheriff's Office will continue to provide law enforcement services identified through the Cogan Law Enforcement Project and those services mandated by state law. Eventually, the Enhanced Sheriff's Patrol District, consistent with its conditions of formation, will be eliminated when annexations on a county-wide basis reach a point where the function of the District is no longer economically feasible.
2. That over time as annexations occur within the urban unincorporated area, the primary focus of the Sheriff's office will be to provide programs that are county-wide in nature or serve the rural areas of the COUNTY. The Sheriff's office will continue to maintain needed service levels and programs to ensure the proper functioning of the justice system in the COUNTY. The Sheriff's Office will also continue to provide available aid to smaller cities (e.g., Banks and North Plains) for services specified in the COUNTY'S mutual aid agreement with those cities upon their request. The Sheriff's Office will also consider requests to provide law enforcement services to cities on a contractual basis consistent with the COUNTY's law enforcement contracting policy.
3. That the COUNTY and CITY and other Washington County cities, through the Cogan Law Enforcement Project, shall determine the ultimate functions of the Sheriff's Office that are not mandated by state law.
4. That the COUNTY and CITY shall utilize comparable measures of staffing that accurately depict the level of service being provided to residents of all local jurisdictions in the COUNTY.

EXHIBIT D

PROVISIONS OF AGREEMENT FOR PARKS, RECREATION AND OPEN SPACE

CITY, TUALATIN HILLS PARK AND RECREATION DISTRICT (THPRD), COUNTY, and METRO agree:

1. That the CITY shall be the designated provider of park, recreation and open spaces services to the Tigard Urban Service Area (TUSA) shown on Map A. Actual provision of these services by the CITY to lands within the TUSA is dependent upon lands being annexed to the CITY. Within the Metzger Park Local Improvement District (LID), the CITY will be a joint provider of services. The CITY and THPRD, however, may also enter into inter-governmental agreements for the provision of park, recreation and open space services to residents within each other's boundaries, such as the joint use of facilities or programs. This provision does not preclude future amendments to this AGREEMENT concerning how park, recreation and open space services may be provided within the TUSA.
2. That the CITY and the COUNTY should further examine the feasibility of creating a park and recreation district for the TUSA. If the CITY and COUNTY determine that it is not practicable to reconsider the creation of such a district, or if such a new effort is unsuccessful, the CITY and COUNTY agree to examine the feasibility of THPRD annexing the portion of the TUSA that is within the Beaverton School District and being the future provider of park and recreation services to that area. The examination should recognize the potential difference in service levels which could be offered by THPRD and the CITY should the CITY agree to allow THPRD to offer service in a defined area. Additionally, the examination should consider and recommend methods (e.g., funding) to close the difference in service levels so that neither party has the responsibility to provide a higher service level than the other party. The examination should also consider the potential length of service responsibility to provide a higher service level than the other party. The examination should also consider the potential length of service agreements should the CITY allow THPRD to deliver service, required notice prior to the termination of any agreement should the CITY determine that it wishes to take over responsibility to deliver service to the area, and how any disputes arising from a service agreement would be resolved. This examination should also recognize the difference in service levels offered by THPRD and the CITY and it should provide for methods (e.g., funding) to close any difference in those service levels so that neither the residents of the CITY or THPRD are negatively impacted by a change in service provider for that area.
3. That standards for park, recreation, and open space services within the TUSA will be as described in the CITY'S park master plan.
4. That the CITY and COUNTY are supportive of the concept of a parks systems development charge as a method for the future acquisition and development of parks lands in the TUSA that are outside of the CITY. The CITY and COUNTY agree to study the feasibility of adopting such a systems development charge for lands outside of the CITY.

5. That at the next update of its parks master plan, the CITY shall address all the lands within the TUSA.
6. That the Metzger Park LID shall remain as a special purpose park provider for as long as a majority of property owners within the LID wish to continue to pay annual levies for the operation and maintenance of Metzger Park. The CITY and COUNTY also agree to the continuation of the Metzger Park Advisory Board. However, the COUNTY as administrator of the LID, may consider contracting operation and maintenance services to another provider if that option proves to be more efficient and cost-effective. This option would be presented and discussed with the Park Advisory Board before the COUNTY makes a decision.
7. That continuation of the Metzger Park LID shall not impede provision of parks, and eventually recreation services, to the Metzger Park neighborhood by the CITY. Continuation of the Metzger Park LID will be considered as providing an additional level of service to the neighborhood above and beyond that provided by the CITY.
8. That the CITY and COUNTY will coordinate with Metro to investigate funding sources for acquisition and management of parks which serve a regional function.
9. That Metro may own and be the provider of region-wide parks, recreation and open space facilities within the TUSA. Metro Greenspace and Parks facilities typically are to serve a broader population base than services provided to residents of the TUSA by the CITY. Where applicable, the CITY, COUNTY, and METRO will aspire to coordinate facility development, management and services.

EXHIBIT E

PROVISIONS OF AGREEMENT FOR ROADS AND STREETS

CITY and COUNTY agree:

1. Existing Conditions and Agreements

- A. The COUNTY shall continue to retain jurisdiction over the network of arterials and collectors within the Tigard Urban Service Area (TUSA) that are specified on the COUNTY-wide roadway system in the Washington County Transportation Plan. The CITY shall accept responsibility for public streets, local streets, neighborhood routes and collectors and other streets and roads that are not part of the COUNTY-wide road system within its boundaries upon annexation if the street or road meets the agreed upon standards described in Section 2.C.(2) below.
- B. The COUNTY and CITY agree to continue sharing equipment and services with renewed emphasis on tracking of traded services and sharing of equipment without resorting to a billing system, and improved scheduling of services. Additionally, the COUNTY and CITY shall work to improve coordination between the jurisdictions so that the sharing of equipment and services is not dependent on specific individuals within each jurisdiction. The COUNTY and CITY shall also work to establish a more uniform accounting system to track the sharing and provision of services.
- C. Upon annexation to the CITY, the annexed area shall be automatically withdrawn from the Urban Road Maintenance District (URMD).
- D. Upon annexation to the CITY, an annexed area that is part of the Washington County Service District For Street Lighting No. 1 shall be automatically withdrawn from the District. The CITY shall assume responsibility for street lighting on the effective date of annexation of public streets and COUNTY streets and roads that will be transferred to the CITY. The COUNTY shall inform PGE when there is a change in road jurisdiction or when annexation occurs and the annexed area is no longer a part of the street lighting district.

2. Road Transfers

Transfer of jurisdiction may be initiated by a request from the CITY or the COUNTY.

- A. Road transfers shall include the entire right-of-way (e.g., a boundary cannot be set down the middle of a road) and proceed in a logical manner that prevents the creation of segments of COUNTY roads within the CITY'S boundaries.

B. Within thirty days of annexation, the CITY will initiate the process to transfer jurisdiction of COUNTY and public streets and roads within the annexed area, including local streets, neighborhood routes, collectors and other roads that are not of county-wide significance. The transfer of roads should take no more than one year from the effective date of annexation.

C. The COUNTY:

(1) To facilitate the road transfer process, the COUNTY will prepare the exhibits that document the location and condition of streets to be transferred upon receipt of a transfer request from the CITY.

(2) Prior to final transfer, the COUNTY:

(a) Shall complete any maintenance or improvement projects that have been planned for the current fiscal year or transfer funds for same to the CITY.

(b) Shall provide the CITY with any information it may have about any neighborhood or other concerns about streets or other traffic issues within the annexed area. This may be done by providing copies of COUNTY project files or other documents or through joint meetings of CITY and COUNTY staff members.

(c) Shall make needed roadway improvements so that all individual roads or streets within the area to be annexed have a pavement condition index (PCI) of more than 40 and so that the average PCI of streets and roads in the annexed area is 75 or higher. As an alternative to COUNTY-made improvements, the COUNTY may pay the CITY'S costs to make the necessary improvements.

(d) Shall inform the CITY of existing maintenance agreements, Local Improvement Districts established for road maintenance purposes, and of plans for maintenance of transferred roads. The COUNTY shall withdraw the affected territory from any road maintenance LIDs formed by the COUNTY.

D. The CITY:

(1) Agrees to accept all COUNTY roads and streets as defined by ORS 368.001(1) and all public roads within the annexed area that are not of county-wide significance or are not identified in the COUNTY'S Transportation Plan as part of the county-wide road system provided the average PCI of all COUNTY and public roads and streets that the CITY is to accept in the annexed area is 75 or higher as defined by the COUNTY'S pavement management system. If any individual COUNTY or public street or road that the CITY is to accept within the area has an average PCI of 40 or less at the time of annexation, the CITY shall assume jurisdiction of the road or street only after the COUNTY has complied with Section 2.C.(2) of this exhibit.

(2) Shall, in the event the transfer of roads does not occur soon after annexation, inform the newly annexed residents of this fact and describe when and under what conditions the transfer will occur and how maintenance will be provided until the transfer is complete.

E. The CITY shall be responsible for the operation, maintenance and construction of roads and streets transferred to the CITY as well as public streets annexed into the CITY. CITY road standards shall be applicable to transferred and annexed streets. The CITY shall also be responsible for the issuance of access permits and other permits to work within the right-of-way of those streets.

3. Road Design Standards and Review Procedures and Storm Drainage

The CITY and COUNTY shall agree on:

A. The CITY and COUNTY urban road standards and Clean Water Service standards that will be applicable to the construction of new streets and roads and for improvements to existing streets and roads that eventually are to be transferred to the CITY, and streets and roads to be transferred from the CITY to the COUNTY;

B. The development review process and development review standards for COUNTY and public streets and roads within the TUSA, including COUNTY streets and roads and public streets that will become CITY streets, and streets and roads that are or will become part of the COUNTY-wide road system; and

C. Maintenance responsibility for the storm drainage on COUNTY streets and roads within the TUSA in cooperation with Clean Water Services.

4. Review of Development Applications and Plan Amendments

A. The COUNTY and CITY, in conjunction with other Washington County cities and the Oregon Department of Transportation (ODOT), shall agree on a process(es) and review criteria (e.g., types and levels of analysis) to analyze and condition development applications and plan amendments for impacts to COUNTY and state roads.

B. The review process(es), review criteria, and criteria to condition development and plan amendment applications shall be consistent with the *Oregon Highway Plan*, the *Regional Transportation System Plan*, COUNTY and CITY Transportation Plans and Title 6 of METRO'S *Urban Growth Management Functional Plan*.

5. Maintenance Cooperation

A. The COUNTY and CITY, in conjunction with ODOT, shall consider developing an Urban Road Maintenance Agreement within the TUSA area for the maintenance of COUNTY, CITY, and state facilities, such as separately owned sections of arterial streets and to supplement the 1984 League of Oregon Cities Policy regarding traffic lights.

- A. The COUNTY and CITY, in conjunction with other Washington County cities, shall develop a set of minimum right-of-way maintenance standards and levels of activity to be used in performance of services provided under the exchange of services agreement described above in 5. a.
- C. The COUNTY may contract with the CITY for the maintenance of COUNTY streets and roads within the TUSA utilizing an agreed upon billing system.
- D. The COUNTY, CITY and ODOT, in conjunction with other Washington County cities, will study opportunities for co-locating maintenance facilities.

6. Implementation

Within one year of the effective date of this AGREEMENT, the CITY and COUNTY agree to develop a schedule that describes when the provisions of this exhibit shall be implemented.

EXHIBIT F

PROVISIONS OF AGREEMENT FOR SANITARY SEWER AND STORM WATER MANAGEMENT

CLEAN WATER SERVICES, (CWS), CITY and COUNTY agree:

1. As a county service district organized under ORS 451, CWS has the legal authority for the sanitary sewage and storm water (surface water) management within the CITY and the urban unincorporated area. CWS develops standards and work programs, is the permit holder, and operates the sanitary sewage treatment plants.
2. The CITY performs a portion of the local sanitary sewer and storm water management programs as defined in the operating agreement between the CITY and CWS. This agreement shall be modified on an as-needed basis by entities to the agreement.
3. At the time of this AGREEMENT, the following are specific issues that the parties have addressed as part of this process and agree to resolve through changes to current intergovernmental agreements.
 - A. Rehabilitation of Sewer Lines with Basins Identified with High Levels of Infiltration and Inflow (I & I).
 - B. For lines that are cost-effective to do rehabilitation, CWS and the CITY will consider cost-sharing regardless of line size under a formula and using fund sources to be agreed on between CITY and CWS. The cost-share is to be determined through specific project intergovernmental agreements. Following the evaluation of program funding methods, CWS, in cooperation with the CITY, will determine the long-term funding for I & I and other rehabilitation projects.
 - C. CWS, with assistance from the CITY and other Washington County cities, shall undertake periodic rate studies of monthly service charges to determine whether they are adequate to cover costs, including costs of maintenance and rehabilitation of sewer lines. The rate study shall consider sewer line deterioration and related maintenance and repair issues.
4. Master and Watershed Planning:
 - A. Primary responsibility for master and watershed planning will remain with CWS, but the CITY will be permitted to conduct such planning as long as these plans meet CWS standards. CWS and the CITY shall use uniform standards, such as computer modeling, to conduct these studies. CWS and the CITY shall determine their respective cost-sharing responsibility for conducting these studies.

- B. CWS and the CITY, in conjunction with other Washington County cities using the City/District Committee established by CWS, shall develop uniform procedures for the coordination and participation between CWS, the CITY and other cities when doing master and watershed planning.

5. Sanitary Sewer Systems Development Charges

CWS and the CITY, in conjunction with other Washington County cities, shall use the results of the CWS Conveyance System Management Study, or updates, for options for collection and expenditure of SDC funds to address current disparities between where funds are collected and where needs are for projects based on an agreed upon CITY/CWS master plan.

6. Storm Water Management System Development Charges

- A. CWS and the CITY shall use the results of the CWS Surface Water Management Plan Update Project to address all aspects of storm water management and to provide more direction to CWS and the CITY.
- B. Watershed plans being prepared by CWS for storm water management shall address the major collection system as well as the open-channel system to identify projects for funding.

7. Maintenance

CWS, in cooperation with the CITY and other Washington County cities, shall use the results of the CWS Conveyance System Management Study for guidance to resolve issues related to roles of the DISTRICT and the cities in order to provide more cost effective maintenance of the collection systems.

EXHIBIT G

PROVISIONS OF AGREEMENT FOR WATER SERVICE

TUALATIN VALLEY WATER DISTRICT (TVWD), TIGARD WATER DISTRICT (TWD), CITY and COUNTY agree:

1. Supply:

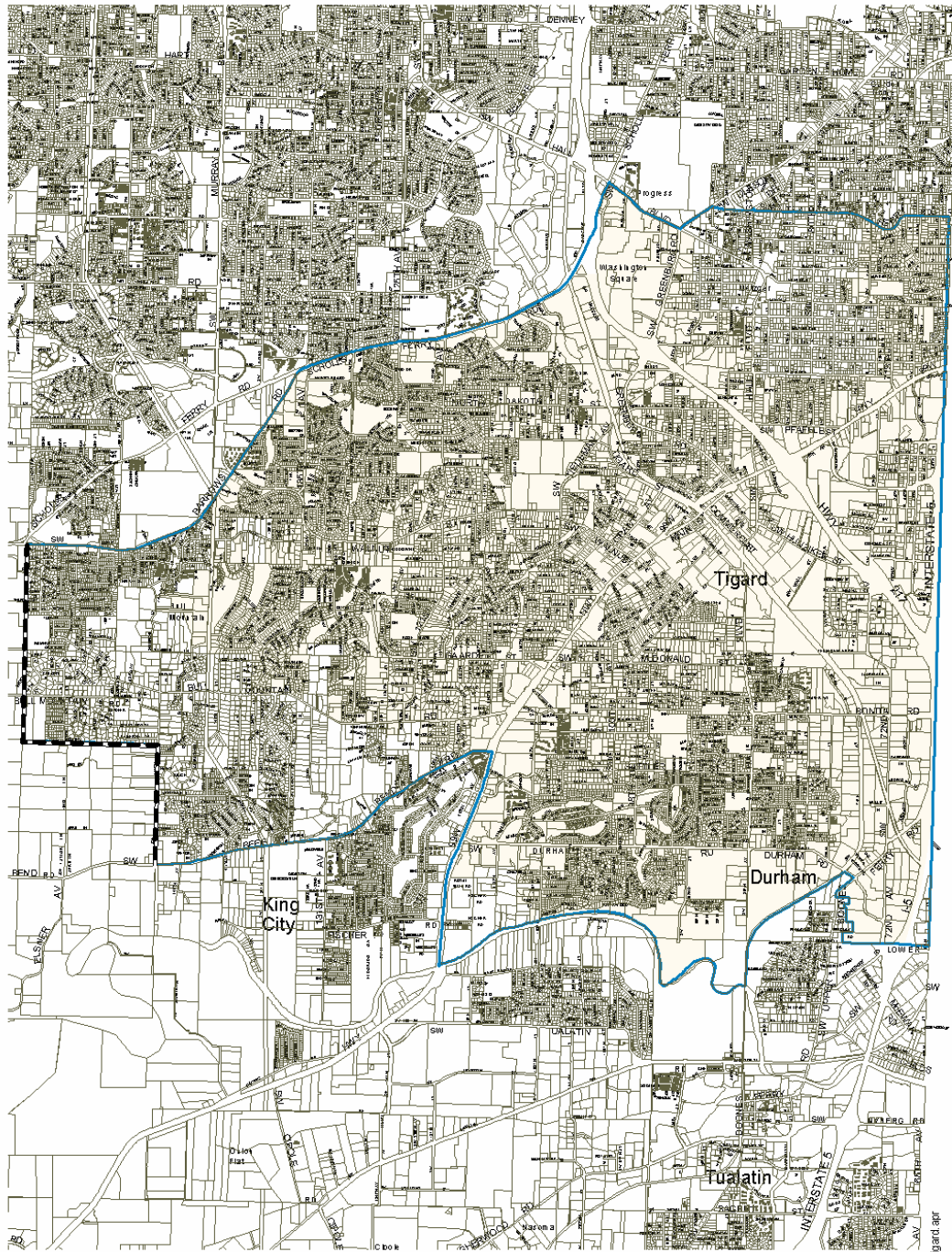
- A. Supply generally will not impact service boundaries, given that a limited number of sources provide all the water in the study area and the number of interconnections between providers are increasing and are encouraged to continue in the future.
- B. Future supply and conservation issues may be addressed through the Regional Water Consortium to the extent reasonable and practicable for water providers in Washington County. Service providers in the TUSA shall continue to participate in the Consortium and use it as the forum for raising, discussing and addressing supply issues.
- C. The Consortium may also serve as a forum to discuss and resolve water political issues to the extent reasonable and practicable for water providers in Washington County. The Consortium is an appropriate forum to bring elected officials together and for promoting more efficient working relationships on water supply and conservation issues.
- D. Intergovernmental agreements shall address ownership of interconnections between CITY and Districts' sources, whether for the purpose of wholesale provision of water from one entity to the other or for emergency use, in the case of a boundary change that involves the site of the interconnection.

2. Maintenance/Distribution:




- A. TVWD, TWD and the CITY do not anticipate any events in the foreseeable future that would necessitate maintenance, rehabilitation or replacement beyond the financial reach of any of the water providers in the TUSA. Each provider will continue to be responsible for providing the financial revenue stream through rates and charges and to accrue adequate reserves to meet foreseeable major maintenance needs.
- B. TVWD, TWD, CITY, and COUNTY agree to maintain and participate in the Cooperative Public Agencies of Washington County in order to efficiently share and exchange equipment and services.
- C. To the extent reasonable and practicable, TVWD, TWD and the CITY shall coordinate mandated (under Oregon law) underground utility locating services to efficiently provide service within the urban service areas.

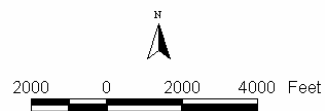
- D. TVWD, TWD and CITY agree to provide to one another copies of as-builts of existing and new facilities and other types of water system maps for the purposes of facilitating planning, engineering and design of other utilities or structures that may connect, intersect or be built in proximity to CITY facilities. The CITY agrees to incorporate such mapping into its GIS mapping system of utilities and other facilities. TVWD, TWD and CITY agree to develop and maintain a common, on-going, up to date GIS mapping system showing facilities of each water provider within the TUSA.
3. Customer Service/Water Rates:
- A. Price of supply and bonded indebtedness will most likely have the greatest impact on rates.
 - B. TVWD, TWD, and the CITY believe that rates are equitable within the TUSA.
 - C. Given adequate water pressure, level and quality of service should not vary significantly among different water providers in the TUSA and does not appear to be an issue for most customers.
4. Withdrawal/Annexation/Merger:
- A. Notwithstanding Section I of this AGREEMENT - Roles and Responsibilities, or existing agreements between the providers, future annexations may lead to changes in service provision arrangements. Modifications to any service area boundary shall comply with METRO Code Chapter 3.09 and provisions identified under Section IV. If necessary, the Metro Boundary Appeals process shall be employed to resolve conflicts between parties as they arise. TVWD, TWD, and the CITY shall continue to work together to adjust boundaries as appropriate to improve the cost-effectiveness and efficiency of providing service.
 - B. In the event that the entire service area of any DISTRICT is annexed in the future, that district shall be dissolved. No attempt shall be made to maintain the district by delaying annexation of a token portion of the district (e.g., the district office).
 - C. The area of TVWD known as the Metzger service area shall remain in TVWD, except those portions agreed to by both TVWD and CITY that may be withdrawn from TVWD upon annexation to the CITY. In exchange, TVWD will support the CITY joining as a partner of the Joint Water Commission.
 - D. Providers that propose a merger, major annexation or dissolution shall give all providers in the study area an opportunity to influence the decision as well as plan for the consequences. None of the parties waives its right to contest a major or minor boundary change by any of the other parties on the issue of the appropriate service provider for the area encompassed by the boundary change except when the party has expressly waived that right as to a described service area in an agreement executed subsequent to this agreement.

See attached PDF file for larger scale map.



MAP A
Tigard Urban Service Area Boundary

-  Tigard Urban Service Area Boundary
-  City of Tigard
-  Urban Growth Boundary shared with Tigard Service Area Boundary



arc9area/dorian/dorian/arc9area/22tigard.apr
01/10/2002

COUNCIL MINUTES
TIGARD CITY COUNCIL MEETING
October 29, 2002

Mayor Griffith called the meeting to order at 6:34 p.m.

Council Present: Mayor Griffith, Councilors Dirksen, Moore, and Scheckla

- STUDY SESSION

- UPDATE ON NEW LIBRARY PARTNERING

City Engineer Duenas reported on an October 23, 2002, partnering session among City officials, the architect, contractor and project manager. This partnering process worked well for the City in the Menlor Reservoir project.

A community meeting on the new Library will be held on December 11. Council will receive an update at its December 17 meeting.

- STREET MAINTENANCE FEE

City Engineer Duenas presented a video, "Protecting Our Investment" and distributed a "Q&A" flyer prepared for information on the Street Maintenance Fee.

Councilor Scheckla commented about the damage caused by utility companies when street cuts are made for utility-service installations. Mr. Duenas advised that the life span of the segment of pavement affected by a street cut is reduced by 50 percent. Seattle has done a study on street cuts and Mr. Duenas will ask for a copy of this study to determine if the City of Tigard can utilize some of the findings of the study. A potential review of franchise agreements might be warranted to more fully recover the costs because of street cuts.

- OTHER DISCUSSION

- Councilor Scheckla reported that there is a political sign at Main Street Park. Public Works staff will be notified that this sign is to be removed.

- The October 30, 2002, meeting with Senator Wyden, was cancelled.

- City Manager Monahan has written a letter to County Administrator Cameron to determine whether Councilor Scheckla can continue to represent the City of Tigard on the Community Development Block Grant Policy Board after his term as City Councilor is up on December 31, 2002. Mr. Monahan will advise Council as soon as the County determines whether Councilor Scheckla can continue to serve.

➤ COMMUTER RAIL MEETING

Councilor Dirksen advised that a recent Commuter Rail Meeting went well. Representatives from Tri Met were present to review with those interested in the commuter rail station in the downtown area. Design elements of the station were discussed, including what features would be paid for by the commuter rail funding and those that the City of Tigard would fund.

- EXECUTIVE SESSION: Not held.

Council meeting recessed at 7:15 p.m.

1. BUSINESS MEETING

- 1.1 Mayor Griffith called the City Council & Local Contract Review Board meeting to order at 7:32 p.m.
- 1.2 Roll Call: Mayor Griffith, Councilors Dirksen, Moore, and Scheckla
- 1.3 Pledge of Allegiance
- 1.4 Council Communications & Liaison Reports: None
- 1.5 Call to Council and Staff for Non-Agenda Items: None

2. VISITOR'S AGENDA: No visitors testified.

3. CONSENT AGENDA: Motion by Councilor Dirksen, seconded by Councilor Scheckla to adopt the Consent Agenda as follows.

- 3.1 Approve Council Minutes for October 8, 2002
- 3.2 Adopt a Resolution Authorizing the City Manager to Sign a Deed Dedicating Additional Right-of-Way at SW Gaarde Street – Resolution No. 02 - 60
- 3.3 Local Contract Review Board:
 - a. Award Annual Contract for Plumbing and Rooter Services to Metro Rooter and Plumbing

The motion was approved by a unanimous vote of Council present:

Mayor Griffith:	Yes
Councilor Dirksen:	Yes
Councilor Moore:	Yes
Councilor Scheckla:	Yes

4. UPDATE ON THE STREET MAINTENANCE FEE PUBLIC PROCESS

City Engineer Duenas presented the staff report and gave a PowerPoint presentation for this agenda item. Mr. Duenas advised that there is a video has been prepared to enhance citizen awareness of the need for a new revenue source for street maintenance. This video will be played on public access television. A public meeting is schedule for November 14 and Council will receive a report for review and discussion on December 17. Information is available on the City's website: www.ci.tigard.or.us.

5. CONSIDER A RESOLUTION AUTHORIZING AN INTERGOVERNMENTAL AGREEMENT WITH WASHINGTON COUNTY REGARDING THE TIGARD STATION AREA DESIGN AND COORDINATION OF COMMUTER RAIL

Community Development Director Hendryx presented the staff report. Joe Walsh of Tri Met and Frank Angelo of Washington County were also present and answered questions from Council members.

Motion by Councilor Dirksen, seconded by Councilor Scheckla, to adopt Resolution No. 02-61.

RESOLUTION NO. 02-61 – A RESOLUTION AUTHORIZING THE MAYOR TO ENTER INTO AN INTERGOVERNMENTAL AGREEMENT (IGA) WITH WASHINGTON COUNTY REGARDING THE TIGARD STATION-AREA DESIGN AND COORDINATION FOR COMMUTER RAIL

The motion was approved by a unanimous vote of Council present:

Mayor Griffith:	Yes
Councilor Dirksen:	Yes
Councilor Moore:	Yes
Councilor Scheckla:	Yes

6. CONSIDER APPROVING AN AGREEMENT WITH OREGON DEPARTMENT OF TRANSPORTATION (ODOT) TO PROVIDE THE FUNDING FOR THE DESIGN AND RIGHTS-OF-WAY ACQUISITION FOR THE GREENBURG ROAD PROJECT

City Engineer Duenas presented the staff report and presented PowerPoint slides for this agenda item.

Motion by councilor Dirksen, seconded by Councilor Scheckla to approve the Greenburg Road Project Agreement with ODOT and authorize the City Manager to sign the agreement.

The motion was approved by a unanimous vote of Council present:

Mayor Griffith:	Yes
Councilor Dirksen:	Yes
Councilor Moore:	Yes
Councilor Scheckla:	Yes

7. CONSIDER HOUSING SET-ASIDE GUIDELINES

Community Development Director Hendryx presented the staff report.

Motion by Councilor Dirksen, seconded by Councilor Scheckla, to adopt Resolution No. 02-62.

RESOLUTION NO. 02-62 – A RESOLUTION ADOPTING GUIDELINES FOR THE AWARD OF CITY AFFORDABLE HOUSING SET-ASIDE FUNDS.

The motion was approved by a unanimous vote of Council present:

Mayor Griffith:	Yes
Councilor Dirksen:	Yes
Councilor Moore:	Yes
Councilor Scheckla:	Yes

8. AUTHORIZE THE CITY MANAGER TO SIGN ALL DOCUMENTS RELATED TO THE PURCHASE OF PROPERTY FOR THE NEW TIGARD LIBRARY

City Engineer Duenas presented the staff report.

Motion by Councilor Dirksen, seconded by Councilor Dirksen, to adopt Resolution No. 02-63.

RESOLUTION NO. 02-63 – A RESOLUTION TO COMPLETE THE PURCHASE OF THE PROPERTY FOR THE NEW TIGARD LIBRARY AND TO AUTHORIZE THE CITY MANAGER TO EXECUTE AND SIGN ALL DOCUMENTS NECESSARY TO COMPLETE THE PURCHASE

The motion was approved by a unanimous vote of Council present:

Mayor Griffith:	Yes
Councilor Dirksen:	Yes
Councilor Moore:	Yes
Councilor Scheckla:	Yes

9. COUNCIL LIAISON REPORTS: None.
10. NON AGENDA ITEMS: None.
11. EXECUTIVE SESSION: Not held.
12. ADJOURNMENT: 8:10 p.m.

Attest:

Catherine Wheatley, City Recorder

Mayor, City of Tigard

Date: _____

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CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Washington Square Regional Center Financing Strategy and Program Adoption

PREPARED BY: Julia Hajduk DEPT HEAD OK _____ CITY MGR OK _____

ISSUE BEFORE THE COUNCIL

Review the Washington Square Regional Center Implementation Funding Program and consider adoption.

STAFF RECOMMENDATION

Adopt the Washington Square Regional Center Implementation Funding Program by resolution .

INFORMATION SUMMARY

The Tigard City Council adopted a resolution in February 2002 which accepted the Washington Square Regional Center, Phase II Implementation Plan findings and allowed the previously approved Plan, zoning and development code standards to become effective. Since that time, the Long Range Planning Division, along with representatives from Engineering, Finance and Public Works have been developing a detailed work program covering four areas:

- Financing
- Parks and Open Spaces
- Transportation Demand Management
- Stormwater

The Council received an update on the financing portion of the program in July and received an overview of the Urban Renewal fundamentals in August. Attachment 1 is a memo from Barbara Shields, Planning Manager, discussing the Washington Square Regional Center funding program in the context of the overall Washington Square Regional Center implementation strategy. The Washington Square Regional Center Funding Program focuses on 3 major steps to help fund the Washington Square Regional Center improvements:

- **Evaluate the existing fees** – This step involves evaluating the existing fees (TIF, SDC) to determine if they adequately cover what they are intended to. It may be necessary to raise fees citywide and/or have a separate fee structure for areas within portions of the Regional Center. This step also involves working with other jurisdictions to develop uniform fees so that all elements of the Regional Center vision can be completed, not just Tigard's portion. A final element of the work program developed is to move forward with necessary steps to ensure existing funds be available and eligible for Washington Square Regional Center needs (MTIP, TIF).
- **Look at potential new fees** – This step involves looking at opportunities for additional fees and providing recommendations for Council's consideration. Examples may be a transportation SDC in this area in addition to the existing TIF. Other possible revenue sources that could be evaluated include: street utility fees, employment taxes, parking meters, off-street parking fees, etc. This step also involves getting all jurisdictions together to discuss collecting uniform fees in this area. The Council may also wish to look at supporting new SDC fees to help pay for support services such as emergency services.
- **Consider urban renewal** – It was assumed in the Phase II Implementation Plan financing strategy that urban renewal would be a financing tool to fill the funding gap. Council will be provided more detailed information on urban renewal districts in the near future and more information will be provided on timelines of moving an urban renewal district through the process as well.

Exhibit A is the final draft of the WSRC Implementation Funding Program. The program provides detailed actions that need to occur and the lead department or agency to effectively complete each step in achieving adequate funding for the Washington Square Regional Center area.

Additional steps in the implementation of the Washington Square Regional Center Plan Implementation Program are to develop strategies and programs for parks and openspaces, transportation demand management, and stormwater. These efforts are incorporated into the Long Range Planning work program.

OTHER ALTERNATIVES CONSIDERED

Do not adopt the funding strategy.

Recommend changes to the funding strategy for staff to bring back for adoption at a later date.

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

Growth and Growth Management Goal #1 – Accommodate growth while protecting the character and livability of new and established areas, strategy 5 – Address planning and growth issues associated with the Regional Center.

ATTACHMENT LIST

Attachment 1: Memorandum from Barbara Shields, Long Range Planning Manager

Attachment 2: Draft Resolution adopting the financing strategy

Exhibit A: Draft Washington Square Regional Center Financing strategy

FISCAL NOTES

The costs of completing program elements varies but will be incorporated into department budgets as necessary.

MEMORANDUM
CITY OF TIGARD

TO: Jim Hendryx, Community Development Director
FROM: Barbara Shields, Long Range Planning Manager
DATE: November 4, 2002
SUBJECT: Washington Square Regional Center Plan Implementation Funding Program: Context and Content

The objective of this memo is to

- A. Define the discussion context for the overall Washington Square Regional Center Plan (WSRCP) Implementation Program;
- B. Discuss the relationship of the *Funding* element to the WSRC Implementation Program.

It should be emphasized that the attached Implementation Funding document is only one of the four major components of the overall WSRCP Implementation Program and will be reviewed separately. Both the content and recommendations of the Implementation Funding document were impacted by several factors related to the scale and land use pattern within the Center area. While the *Funding* element contains an estimate of the overall needed infrastructure cost and funding sources, the three remaining elements of the program will address the ways to modify/offset the impacts associated with the functions of the Center.

- A. Discussion Context:
Below is a summary of key elements defining the discussion context for the (WSRCP) Implementation Program:
 - 1. **Relationship between the estimated infrastructure needs and the existing economic importance/vitality of the Center**
The Washington Square Regional Center Plan is one of the significant and important centers in Oregon. The current assessed value of land and buildings in the Center is approximately \$ 948 million, with City's share of approximately \$ 489 million. The needed improvements are estimated to be approximately \$ 144 – 160 million, which constitutes approximately 15-18% of the area's total assessed value.
 - 2. **Current versus future infrastructure needs**
Public investments in the Center are needed to address both the current deficiencies and improvements for future growth. In fact, many of the recommended improvements are necessary to address the current needs, not just impacts caused by future growth. The recently adopted Tigard TSP identifies significant deficiencies in the current transportation system in the vicinity of the Washington Square Regional Center area. The existing stormwater improvements are generally inadequate to address the water quality in the area. The open space

and greenbelt system are the important open space improvement that would ultimately define the character and recreational opportunities in the Center area.

3. Funded/unfunded versus public/private revenues

Given the regional nature of the Washington Square Plan area, only a fraction of the needed improvements, proportional to their impacts, can be funded in connection with the site-specific projects. The attached *Implementation Funding* document contains an analysis of the expected revenues from the variety of sources.

4. Long-term vision of the WSRCP Implementation Program

The overall funding strategy contains a detailed description of actions that need to be undertaken during the next 20 years to adequately fund the improvements. Given the complexity of the program, the three-step strategy was developed to provide a sense of timeline benchmarks:

Step 1: Evaluation of existing fees, 1-2 years (utilize the existing funds more efficiently);

Step 2: Evaluation of potential new fees, 2-3 years (explore new fees to reflect unique functions of the regional center);

Step 3: Evaluation of urban renewal, 3-4 years (consider urban renewal).

5. Urban Renewal versus available funding

The analysis contained in the attached *Implementation Funding* document indicates that the first two steps of the implementation program can provide approximately half of the estimated \$160 million revenue needed to implement the Washington Square Regional Center Plan. One of the key-assumptions of the funding program is its reliance on the urban renewal funds. Based on the growth projections utilized for the Washington Square Regional Center Plan, approximately \$ 92- 162 million in accumulated urban renewal revenues could be available over a 20-year period. In short, even a very aggressive implementation of the funding program outlined in the first two steps will not generate sufficient funds to satisfy the overall need for improvements within the Plan area.

6. Multi-jurisdictional nature of the WSRCP Implementation Program

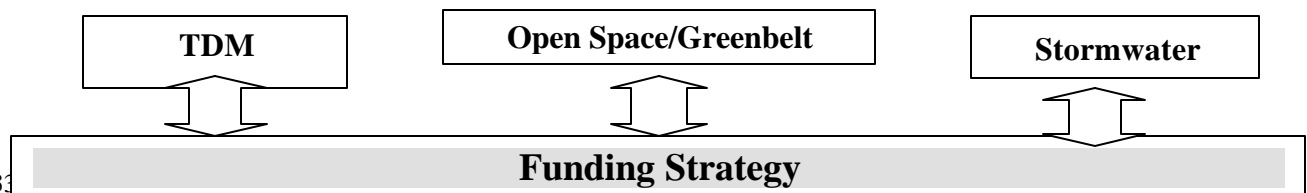
The funding implementation steps require careful and ongoing coordination among jurisdictions. Given the long-term nature and magnitude of the needed improvements, the effectiveness of the implementation program depends on the coordination efforts among the three affected jurisdictions.

B. Relationship between the Implementation Funding document and the overall WSRCP Implementation Program:

1. Dynamics of the Implementation Program

The attached *Implementation Funding* document is a critical element of the overall WSRCP Implementation Program. It provides a long-term funding context for the entire Center area and foundations for the remaining elements of the Implementation Program. While the *Funding* element contains an estimate of the overall needed infrastructure cost and funding sources, the three remaining elements of the program will address the ways to modify/offset the impacts associated with the functions of the Center area. In short, the remaining elements of the WSRCP Implementation Program will examine the ways to reduce the level of needed infrastructure (capacity demand), which, in turn, may reduce the amount of revenue needed to implement the Center. The following three major groups of improvements make up the overall infrastructure need for the plan area:

- *Transportation Demand Management (TDM)*: will address ways to reduce demand for single occupancy vehicles and needed transportation infrastructure for the existing and future traffic flow;
- *Stormwater*: will address ways to correct the existing flooding problems and future improvements related to stormwater quality in the plan area and the impact on the existing natural resources;
- *Greenbelt/Open Space*: will ensure that the projected densities are balanced with the need for additional open space, including a system of trails and existing natural resources.



2. Need to Proceed and Complete the overall WSRCP Implementation Program

As discussed above, the three remaining elements of the Washington Square Implementation Program affect directly the existing and future demand for capacity of the needed improvements and must be developed to complement and balance the Funding element of the Program.

CITY OF TIGARD, OREGON

RESOLUTION NO. 02-_____

A RESOLUTION ADOPTING THE WASHINGTON SQUARE REGIONAL CENTER FUNDING STRATEGY.

WHEREAS, the Washington Square Regional Center (WSRC) Plan was adopted by Council in March 2000 and implemented in February 2002 along with the adoption of the WSRC Implementation Plan; and

WHEREAS, in order to implement the Plan, an implementation program including funding, Transportation Demand Management, Stormwater management and Parks and Openspaces must be developed and adopted; and

WHEREAS, a WSRC Implementation Funding Program has been prepared for Council consideration which identifies the steps and actions necessary to continue moving the vision of the WSRC forward to reality; and

WHEREAS, the WSRC Implementation Funding Program is based on three general steps: 1) Evaluation of existing fees, 2) Consideration of potential new fees, and 3) Consideration of urban renewal; and

WHEREAS, the Tigard Council has determined that these general steps, along with the specific work programs outlined in the WSRC Implementation Funding Program are logical steps to help Tigard in closing the gap between costs and revenues in the WSRC; and

WHEREAS, the WSRC is located partially within the City of Tigard, the City of Beaverton and Washington County, requiring coordination and collaboration for the successful implementation of the WSRC; and

WHEREAS, the Tigard City Council recognizes additional effort by staff is needed to fully develop the remaining implementation program elements: Stormwater, Parks and Openspaces and Transportation Demand Management,

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

SECTION 1: The WSRC Implementation Funding Program, attached as Exhibit A, is adopted and shall be used as the guide when developing work programs for affected departments.

SECTION 2: The ultimate success of the WSRC Implementation Program is dependent upon Washington County and the City of Beaverton adopting the WSRC Plan and an implementation program and each jurisdiction is strongly

encouraged to adopt the Washington Square Regional Center Plan, implementing zoning ordinances and to coordinate their respective implementation programs with Tigard.

SECTION 3: This resolution is effective immediately upon passage.

PASSED: This _____ day of _____ 2002.

Mayor - City of Tigard

ATTEST:

City Recorder - City of Tigard

WASHINGTON SQUARE REGIONAL CENTER IMPLEMENTATION PROGRAM

FUNDING STRATEGY



***Council adoption
November 2002***

(last updated November 19, 2002)

Prepared by
City of Tigard Long Range Planning Department

Jim Hendryx, Community Development Director
Barbara Shields, Long Range Planning Manager
Julia Hajduk, Project Manager
Duane Roberts, Associate Planner
Beth St. Amand, Assistant Planner

Technical Review Team:

The following department representatives provided assistance, information and comments that contributed to the development of the funding program:

Bill Monahan, City Manager
Craig Prosser, Finance Director
Ed Wegner, Public Works Director
Gus Duenas, City Engineer
Dick Bewersdorff, Current Planning Manager
Dan Plaza, Parks and Facilities Manager
Brian Rager, Development Review Engineer
Greg Berry, Utility Engineer

WASHINGTON SQUARE REGIONAL CENTER FUNDING PROGRAM

The financial strategy included in the Washington Square Regional Center, Phase II Implementation Plan identified potential funding sources and called for a number of actions by the City of Tigard, and by the City of Beaverton and Washington County, aimed at financing needed transportation and infrastructure improvements within the Washington Square Regional Center (WSRC). The strategy showed that there were no “fatal flaws” in the Washington Square Regional Center Plan and that the recommendations were able to be funded using various sources described within this document. This finding allowed the City Council to move forward with the adoption of the Washington Square Regional Center, Phase II Implementation Plan and implementation of the WSRC Plan, zoning and Development Code amendments. The major recommendations of the Washington Square Regional Center Financing Strategy from the implementation phase are:

- Aggressively pursue transportation funding, including the Highway Trust Fund, state and local sources, and Metro’s Metropolitan Transportation Improvement Program (MTIP).
- Establish priorities so that locally generated fees from existing businesses and residents and new development activity located within the Regional Center are focused on the transportation and infrastructure needs within the Regional Center.
- Pursue the formation of local improvement district(s) (LIDs) where existing businesses and residents will directly benefit from improvements to existing transportation and stormwater facilities, or relatively modest new improvements are needed that benefit multiple property owners.
- Aggressively pursue Regional, State, and National grants and funding programs for specific improvements, and pursue dedications, donations and contributions from the private sector.
- Seriously consider the formation of an urban renewal district for the Regional Center as a local funding source for major transportation, stormwater, resource enhancement and parks and open space improvements that benefit the entire area.

The funding program described in this document takes the work done by the Task Force to the next level by outlining specific steps and tasks needed to move the recommendations and vision of potential funding to reality.

The major objective of the WSRC Funding Program is to develop a detailed timeline and determine the level of needed resources to accomplish the recommendations of the WSRC Plan and Phase II Implementation Plan and to move the WSRC Plan from a vision and concept level to fruition.

The secondary objectives are to:

- Provide a level of refinement in understanding the major components of the WSRC Plan by focusing on actions and tasks rather than visions;
- Develop a simplified set of implementation tools which could be used to build a context for communication with stakeholders;
- Provide a starting point for a multi-jurisdictional model in implementing the WSRC Plan.

Summary of Funding Needs and Funding Sources

Appendix A provides a complete list of project improvements recommended by the Washington Square Regional Center Plan and Task Force and approved by the Tigard City Council.

Appendix A also provides the estimated costs and potential funding sources identified for each improvement.

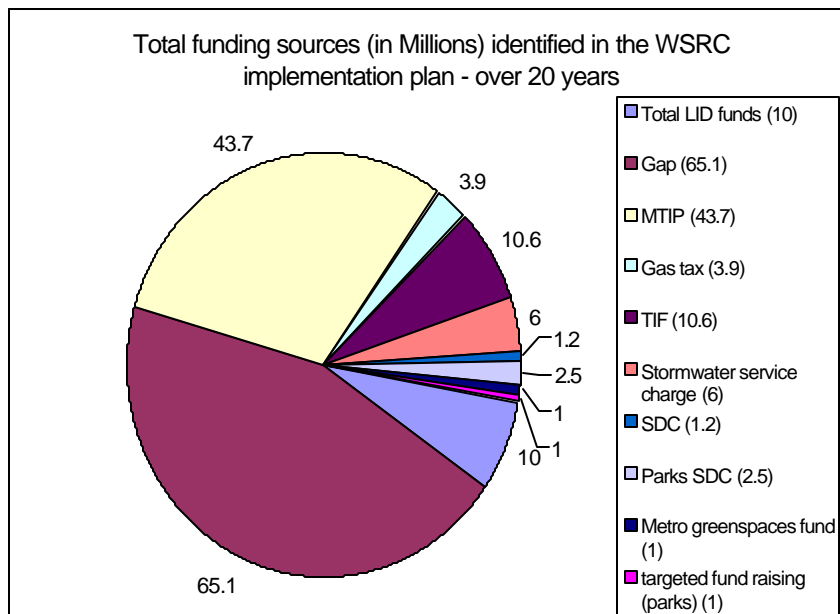
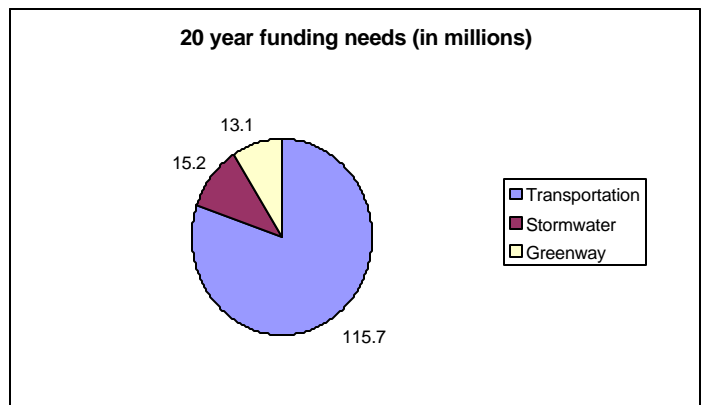
The identified improvements account for more than \$160 million in transportation, stormwater, and parks and open space improvements needed over the next 20 years to support existing and anticipated businesses and residences in the area and to preserve its livability.

A summary of the improvements and costs are:

Transportation	\$115.7-121.7 million
Stormwater/Natural Resource	\$15.2-18.0 million
Greenway, Parks and Open Space	\$13.1-20.9 million
Total Needed Improvements (Over 20 years)	\$144.0- 160.6 million

The following pie chart below shows how much of total funding requirements each category costs.

Based on the analysis of potential revenue sources during the next 20 years, the Washington Square Regional Center, Phase II Implementation Plan concludes that adequate resources will be available to fund the public improvements necessary to implement the WSRC Plan. A key component of the WSRC implementation plan is the formation of an urban renewal district. The following chart shows the funding sources that have been identified as contributing to the Regional Center. The largest portion (65.1 million) represents the gap in funds that could potentially be filled with urban renewal funds, additional fees and/or some other choices.



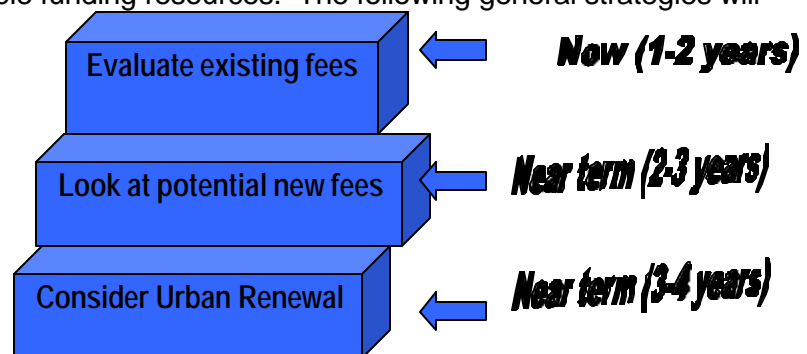
Some improvements will be paid by developers, however, most of the identified funding need is for projects of a regional nature which will not be fully funded by private development. It is necessary to secure funding from the funding sources that exist today and to develop sources that are available but not yet in use by the City of Tigard.

The potential sources identified and discussed within this funding program in the following sub-sections are:

- A. Metropolitan Transportation Improvement Plan (MTIP) Amendments.
- B. Local Improvement District (LID) Formation and Feasibility (streets, parks, sewer)
- C. Traffic Impact Fee (TIF) Amendments/Allocations
- D. Systems Development Charge (SDC) Amendments/Allocations (stormwater, parks, other)
- E. Additional Local Fees/Assessments
- F. Urban Renewal Plan Feasibility Assessment

Council Policy Decisions

The major policy question this document addresses is how to narrow and close the gap between funding needs and available funding resources. The following general strategies will be utilized and will guide the work programs and implementation tasks that have been identified:



Throughout this document, there are occasions where a policy decision by Council is needed before a firm work plan can be developed. Council will be asked at key points for direction on major policy decisions summarized below:

Policy Issues to be Discussed at Key Points in Program Implementation by the Tigard City Council

- Provide direction on how aggressive the City should be in pursuing the formation of an LID.
 - Option 1: City staff should keep informed of development activity within potential LIDs and make developers aware that there is City support for forming LIDs to implement the Regional Center Plan. (passive)
 - Option 2: City staff should identify potential LID locations and assess support for the formation of an LID in the near term. (less aggressive)
 - Option 3: City policy regarding development in the Washington Square Regional Center should be that all local streets shall be fully improved (not just $\frac{3}{4}$ streets as currently accepted) before development may occur. This would force either the developer to construct the street or to enter into a non-remonstrance agreement for the formation of an LID. (aggressive approach)
 - Option 4: Require the formation of LIDs.

- Evaluate the feasibility and support for a parks LID in the Regional Center.
- Consider whether to bring the TIF eligible projects up on the priority list through the CIP process –(Council policy issue as to priority compared to other TIF eligible projects).
- Review the issue of dedicating TIF revenues generated within the Regional Center area solely to the Regional Center and provide direction to staff as to whether those revenues should or should not be dedicated.
- Review the issue of dedicating SDC revenues generated within the Regional Center area solely to the Regional Center and provide direction to staff as to whether those revenues should or should not be dedicated.
- Consider the creation of additional SDCs.
- Provide direction on how to balance the competing demands for MTIP project applications.
- Determine if staff should explore additional fees or local assessments with regional partners.
- Consider whether the City should take the lead on construction of all projects in the Regional Center so we have a consistent approach to all projects. This would require an inter-governmental agreement.
- Consider if the City should actively seek partnerships with neighboring Cities/County and the business community to participate in major funding decisions.
- Discuss and strategize how we get buy-in and active support from the property owners and business community.
- Consider Urban Renewal.

Organization of Document

The purpose of this analysis is to examine the critical steps and players necessary to acquire funding for the identified improvements. In order to fully implement the Regional Center Plan, the financial recommendations must be followed in accordance with the work program and implementation chart outlined in the following sub-sections.

The information in each sub-section is organized as follows:

- **Background** – Provides a general overview of the fund source, its intent and an overview of additional issues.
- **Process** – Provides information on how the funding process works, including steps that need to happen before funding can be made available.
- **Recommendations** – Makes specific recommendations to obtain the funding utilizing the process outlined in the previous section.
- **Work Program Description** – Lists specific steps from near term to long term to obtain funding and get identified improvements completed.
- **Implementation Chart** – Identifies key implementing departments and agencies for each task in the work program. Also identifies the lead department or agency and the decision maker if applicable.

A. METROPOLITAN TRANSPORTATION IMPROVEMENT PLAN (MTIP)

1. BACKGROUND

The Metropolitan Transportation Improvement Program (MTIP) allocates federal funds in the region and is updated every two years, and includes a rolling, four-year program of transportation improvements. In order to be eligible for MTIP funding, a project must be identified in the “financially constrained transportation system”. The financially constrained transportation system is based on federal planning requirements and is based on a financial forecast of limited funding over the 20-year plan period. It is anticipated that funding will be available for projects identified in the financially constrained system. The Regional Transportation Plan (RTP), which was adopted in 2000, identifies projects of regional significance that are in the financially constrained system or the priority system. Every project identified in the financially constrained system is also included in the priority system. Projects that are in the priority system alone are not eligible for MTIP funding. The priority system projects are “intended to guide local transportation plans and land use actions, and serve as the source of future projects in the financially constrained system, either through amendments to the RTP, or through the regular updates that occur every three to five years.”

The following lists the projects in the Regional Center and in which system they are currently identified:

Task Force Recommended Auto - Related Improvements ¹	RTP Designation
Highway 217 improvements	Financially constrained
North Mall to Nimbus connection	Priority system
South Mall to Nimbus connection	Not specifically identified
SW Nimbus-Greenburg connection	Priority system
SW Lincoln Street from Locust to Oak	Priority system
SW Locust from Hall to Greenburg	Priority system
Widening of Hall Boulevard	Financially constrained/priority system
Non-Auto related improvements	RTP Designation
Washington Square Mall pedestrian improvements	Priority system
Transit Center improvements	Priority system
Hall Blvd. pedestrian improvements	Financially constrained
Greenbelt trail connections – tying into Fanno Creek Trail	Not identified in the RTP
TMA start-up	Financially constrained

¹ – refer to appendix A for description of improvement, estimated cost and additional potential sources of funding identified.

As the table above shows, the majority of the recommended improvements are not currently eligible for MTIP funds because they are not included in the financially constrained system.

The City of Tigard has determined that the following auto related improvements are of regional significance and, as such, should be fully or partially funded through MTIP funds:

- North Mall to Nimbus connection (Beaverton)
- South Mall to Nimbus connections (Tigard)
- SW Nimbus-Greenburg connection (Tigard)
- SW Locust from Greenburg to Hall (Tigard)
- Regional greenbelt trail system connections (Tigard, Washington County and Beaverton)

In order to fund these projects with MTIP funds, the RTP must be amended to include these projects in the financially constrained system.

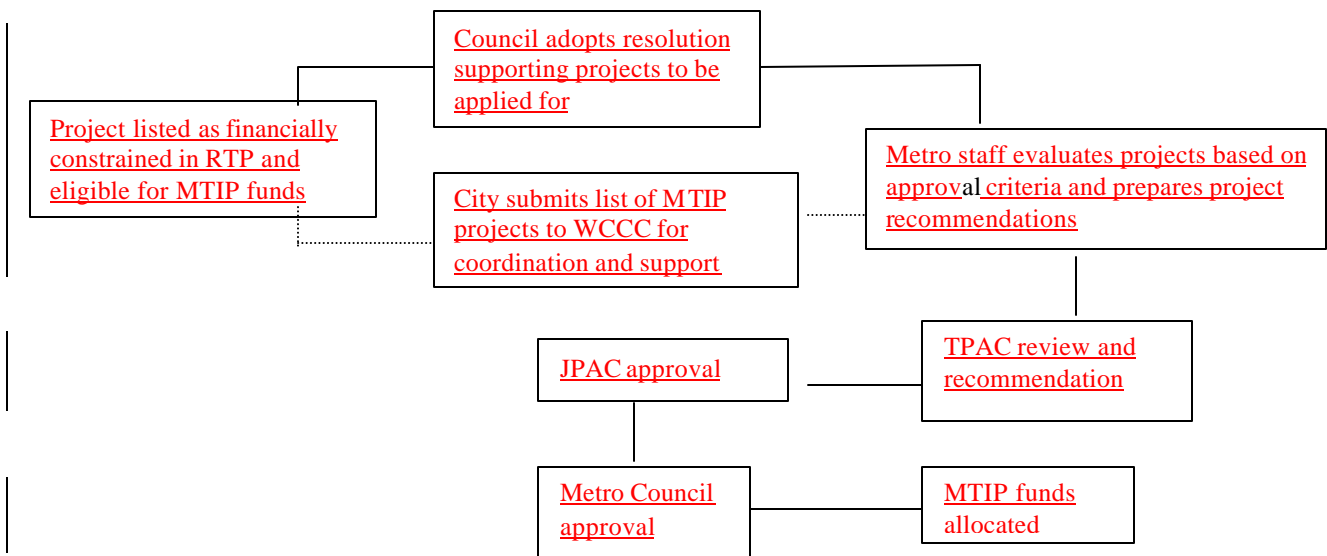
2. PROCESS

The RTP financially constrained analysis must create a balanced system that does not bring the region into non-compliance with federal air quality issues. To amend the RTP to include a project in the financially constrained analysis prior to the 2006-07 MTIP funding cycle, the City of Tigard would have to provide an analysis which shows that the increased auto related project would not push the region over its air quality requirements. This analysis would be conducted at the City's expense. The City could then ask for a formal amendment to the RTP.

Alternatively, the City could ask that these amendments be made as part of the 2004 RTP update. The 2004 RTP update is anticipated to begin late next Fall. In addition to addressing federal air quality requirements, the financial aspect is also critical. In order for projects to be added to the financially constrained system, other projects must be removed or funding forecasts increased.

Once the improvements are included in the financially constrained system and eligible for MTIP funds, Tigard could apply for MTIP funds. Planning for the 2006-2007 MTIP funding cycle is currently underway, with MTIP applications due in December 2002.

A summary of the decision making process for MTIP allocations is provided below. This process is subject to change and this document will be reviewed periodically to verify consistency with the current process.



There are several potential MTIP funded projects in the City of Tigard. Because MTIP funding is limited and competitive, the City Council should specify which projects are their priority projects in the event that all projects applied for are not able to be funded. This will require tough decisions, as any MTIP project is generally going to be of great public benefit both locally and regionally. Staff will forward recommendations to Council based on knowledge of the criteria and potential of a project to get funded when evaluated competitively with other regional projects.

3. RECOMMENDATIONS

- Monitor and comment as needed on the MTIP process revision proposals by participating in meetings with Metro staff.
- Begin discussions on prioritization of potential Citywide MTIP projects. (Council Policy Decision)
- Actively participate in 2006-2007 MTIP allocation discussions with Metro decision makers.
- Work with Metro to have the projects identified above (in section I. Background) added or altered in the 2004 RTP update.
- Work with WCCC to communicate the need to have identified projects included in the RTP update, the financially constrained system and included in the MTIP funding allocations.

4. WORK PROGRAM

Status

Near Term (Now)

- Talk to Washington County to get support for identified projects --
- Consider RTP amendment process --
- Write letter to Metro requesting amendments for the next RTP update --
- Complete necessary amendment to the RTP during 2004 update --
- Continue to support Highway 217 corridor project --

Short Term (0-10 years)

- Monitor and comment as needed on the MTIP process revision proposals and update this strategy document as needed --
- Actively participate in MTIP allocation discussions --
- Work with Metro to have the projects identified above added or altered in the 2004 RTP update --
- Work with WCCC to communicate the need to have identified projects included in the RTP update, the financially constrained system and included in the MTIP funding allocations --
- Highway 217 corridor study – staff support --

Medium Term (5-15 years)

- Highway 217 improvements – staff support regional planning efforts --
- North Mall to Nimbus connection --
- South Mall to Nimbus connection --

Long Term (11-20 years)

- Apply for MTIP funding for identified improvements --
- Continue active role in the MTIP allocation cycles --
- Continue active role in RTP updates to insure identified projects continue to be a regional priority --
- SW Nimbus to Greenburg Road connection --
- Evaluate need to widen Hall Boulevard to 5 lanes --

MTIP IMPLEMENTATION CHART	City of Tigard					City of Beaverton	Washington County	Metro	State (ODOT)	Federal	City Council
	LRP	CP	Eng	PW	Fin						
Tasks/Implementers											
<i>Near Term (Now)</i>											
Work with Washington County to get support for identified projects	□		■								
Write letter to Metro requesting amendments for RTP update	■		□			□	□	□			
Complete RTP amendment during 2004 update	■		□					◆			
<i>Short Term (1-10 yrs.)</i>											
Monitor, comment on MTIP process revision proposals	■		□			□	□	□			
Actively participate in 2006-2007 and future MTIP allocation discussions	■		□			□	□	◆			
Advocate for recommended WSRC changes to 2004 RTP update	■		□			□	□	◆			
Work with WCCC to communicate the need to have identified projects included in RTP update, the financially constrained system and included in MTIP funding allocations	□		■			□	□	◆			
<i>Medium Term (5-15 yrs.)</i>											
Monitor, comment on MTIP process revision proposals	□		□			□	□	□			
Actively participate in 2008-09 and future MTIP allocation discussions	□		□			□	□	◆			
<i>Long Term (11-20 yrs.)</i>											
Apply for MTIP funding for identified improvements	□		■			□	□	◆			
Continue active role in MTIP allocation cycles	■		■					□			
Continue active role in RTP updates	■		■					□			

- = Lead Department
- = Involved agencies/departments
- ◆ = Decision maker

B LOCAL IMPROVEMENT DISTRICT (LID)

1. BACKGROUND

A Local Improvement District or LID is a means to improve a defined land area with City services constructed to City standards. The process includes both construction and financing and involves property owners, City staff and Council.

LIDs are typically created to provide owners in a developed area an opportunity to finance the cost of public improvements that specially benefit their property. Districts may also be formed to promote economic development or to complete portions of an adopted plan in undeveloped or partially developed areas. The chief advantage of LIDs to developers within the Regional Center is that the districts could provide developers with financing for the construction of public improvements the developers are required to complete at their own expense. The LID designs and manages the project and the rates are generally better than developers would find if financing the project on their own. The remaining public improvements required for the Regional Center would be publicly funded by several methods including system development charges.

Generally, developers are required to complete street improvements only along the frontage of the lot being developed. This can result in streets of poor quality because a number of disconnected projects are required to complete a single street. Local Improvement Districts can provide a means to avoid this by completing street improvements in a single project.

The LID process begins with a need for a local capital improvement. The following street and storm drainage projects have been identified as potential LIDs since these improvements are expected to be provided by developers.

- **Locust Street-** Provide a three-lane section including drainage and other utilities with parking, bike lanes, sidewalks and other streetscape improvements between Hall Boulevard and Greenberg Road.
- **Lincoln Street Extension-** Provide a three-lane section including drainage and other utilities with parking, bike lanes and sidewalks between SW Locust Street and SW Oak Street.
- **Oak Street-** Provide a two-lane section including drainage and other utilities with parking, bike lanes and sidewalks between SW Hall Boulevard and SW Lincoln Street.
- **Washington Square Mall Internal Roads** – construct to public street standards including drainage and other utilities with bike lanes and sidewalks (must be dedicated to the public to be LID eligible).
- **Cascade Boulevard** – improve to 3 lane standard with parking, bike lanes and sidewalks.

While not specified in the Washington Square Regional Center Implementation Plan Financing strategy, it has been determined that some park improvements may be able to be funded through an LID as well. Specific improvements have not been identified, however a recommendation in this program is the further evaluation of this possibility.

2. PROCESS

There are two ways to initiate a district:

- Council may initiate on its own motion.
- The property owners owning at least fifty percent of the property benefited by the improvements may petition the Council to initiate a district.

By either method, Council may not proceed with a district if property owners owning two-thirds of the property area within the proposed district remonstrate against the improvement. Consequently, formation of a district depends upon property owner support. However, the developers that would benefit from the LIDs are not necessarily the current owners. The required support for districts is not expected until developers have purchased the lots within the proposed district.

A proposed Local Improvement District requires a significant amount of effort and expense before owners are provided with an opportunity to remonstrate against the improvement. If the remonstrance prevails, this effort and expense is wasted. Consequently, one of the recommendations is that districts not be initiated until there is a showing of adequate owner support. This approach, however, can result in “patchwork” improvements within the Regional Center which could conflict with the overall vision of the area. It has been determined that Council must make a policy decision on how aggressively to pursue the formation of LIDs within the Regional Center. Council’s decision will impact the subsequent work program and implementation chart.

3. RECOMMENDATIONS

1. Council must make a policy decision regarding how aggressive the City should be in pursuing the formation of an LID:

Option 1: City staff should keep informed of development activity within potential LIDs and make developers aware that there is City support for forming LIDs to implement the Regional Center Plan. (passive)

Option 2 City staff should identify potential LID locations and assess support for the formation of an LID in the near term. (proactive)

Option 3: City policy regarding development in the Washington Square Regional Center should be that all local streets shall be fully improved (not just $\frac{3}{4}$ streets as currently accepted) before development may occur. This would force either the developer to construct the street or to enter into formation of an LID. (aggressive approach)

Option 4: Require the formation of LID.

2. Evaluate the feasibility and support for a parks LID in the Regional Center.

4. WORK PROGRAM

Status

Near Term (Now)

- Prepare maps showing potential LIDs (all options) ---
- Get Council direction on approach to LIDs ---
- Include reference to the maps in land use preapplication checklists (option 1) ---

Short Term (0 - 10 years)

- Evaluate the feasibility and support for a parks LID in the regional center ---
- Monitor development activities in potential LIDs and inform developers of the availability of LIDs (all options) ---
- Develop list of property owners in potential LID areas and conduct information meetings on development potential and LID benefits (option 2) ---
- If Option 2 resulted in significant support of an LID at this time, begin LID formation process (option 2) ---
- As development occurs, inform developers of street improvement requirements and inform developers of LID availability (option 3) ---

Medium Term (5 - 15 years)

- Continue to monitor development activities in potential LIDs and inform developers of the availability of LIDs (options 1 and 3) ---

LID IMPLEMENTATION CHART

	City of Tigard					City of Beaverton	Washington County	Metro	State (ODOT)	Federal	City Council
Tasks/Implementers	LRP	CP	Eng	PW	Fin.						
<i>Near Term (Now)</i>											
Council discuss options and make policy direction on which option to chose	□		□								◆
Prepare maps showing potential LIDs (all options)			■								
Include reference to the maps in land use preapplication checklists (all options)	□	■	□								
<i>Short Term (1-10 yrs.)</i>											
Evaluate feasibility and support for a parks LID in the Regional Center											
Monitor development activities in potential LIDs and inform developers of the availability of LIDs (all options)	□	■	□								
Develop list of property owners in potential LID areas and conduct information meetings on development potential and LID benefits (option 2)	■		□								
If Option 2 resulted in significant support of an LID at this time, begin LID formation process (option 2)			■								
As development occurs, inform developers of street improvement requirements and inform developers of LID availability (option 3)	□	■	□								
<i>Medium Term (5-15 yrs.)</i>											
Monitor development activities in potential LIDs and inform developers of the availability of LIDs (options 1 and 3)	□	■	□								
<i>Long Term (11-20 yrs.)</i>											

- = Lead Department
- = Involved agencies/departments
- ◆ = Decision maker

1. BACKGROUND

The Countywide Traffic Impact Fee (TIF) program collects fees from new development based on the development's projected impact on the transportation system. Developing properties are required to pay based on the number of trips they are projected to generate. Proceeds from the TIF program are used to fund off-site improvements that provide additional capacity to the major transportation system including highways, arterials and collector streets.

The number of trips generated is set out by the County TIF Ordinance and is generally consistent with the Institute of Transportation Engineers Trip Generation Manual. The TIF rates vary depending upon land use category of the development. Currently, approximately \$990,000 is in the City's TIF fund. It is estimated that an average of \$765,000 will be collected each year (projected through 06-07) for use on all TIF eligible projects, depending on the rate of development.

The program allows construction of improvements in lieu of payment of the fee. In general, the improvement must provide additional capacity to an eligible facility.

Fifty percent of all net revenues must be reserved for designated arterials. TIF revenues may only be used for collectors if the County certifies that all necessary additional arterial capacity has been assured.

Two collector streets within the Regional Center are expected to be TIF eligible facilities:

- **Locust Street-** Provide a three-lane section with parking, bike lanes, sidewalks and other streetscape improvements between Hall Boulevard and Greenburg Road.
- **Lincoln Street Extension-** Provide a three-lane section with parking, bike lanes and sidewalks between SW Locust Street and SW Oak Street.

These streets are not currently on the County TIF ordinance list. In addition, Greenburg Road is a TIF eligible street but improvements are not listed in the Washington Square Regional Center Plan project priority list.

2. PROCESS

The list of TIF eligible projects is adopted by the Washington County Board of Commissioners. In order to have streets added to the TIF eligible list, the County would need to add them by ordinance.

In order to expend TIF funds, the City submits a prioritized list of TIF eligible projects to the Washington County Transportation Coordinating Committee to review for compliance with expenditure requirements and consistency with other TIF projects. Projects are constructed as part of the City's Capital Improvement Program. The priority for all TIF eligible projects within the City is determined through the City's CIP process. The CIP is ultimately approved by Council with initial recommendation by staff, input from the public and recommendation by the Planning Commission.

The CIP process for this year budgets and plans for improvements for the next fiscal year and the following 4 years. The CIP is updated every year and projects are moved up, refined or removed as priority demands. The identified improvements are anticipated to be constructed in the short term (0 to 10 years); therefore the projects must be on the CIP project priority list no later than 2008. The actual timing of improvements will depend on development activity, TIF fund revenues and Citywide priority of the identified projects. There are 37 other Citywide projects on the TIF eligible list (5 arterial sections and 32 collector sections). The City Council must make a policy decision on whether the Washington Square Regional Center improvements shall receive emphasis during the CIP formulation process.

The major arguments in favor of a dedication of TIF revenues generated within the Washington Square Regional Center to implementation of the Washington Square Regional Center Plan include:

1. The funding needs of the Washington Square Regional Center Plan are massive. The City will require every possible source of revenue to complete this Plan. A dedication of these revenues ensures that at least the TIF revenue will be available.
2. The dedication of this revenue source is a clear statement of the importance of the Regional Center Plan to Tigard and the entire Portland metropolitan area.
3. Property owners within the Regional Center may be more likely to support requests for additional funding to implement the Plan if they see all revenues generated from the area dedicated back to making the Plan a reality.

The major arguments for not formally dedicating TIF revenues generated within the Washington Square Regional Center to the implementation of the Washington Square Regional Center Plan include:

1. TIFs, by their very nature, are charged to support Citywide systems, not specific geographic area projects.
2. A dedication of TIFs generated within the Regional Center could, in fact, tend to limit funding for projects within the Center. The need in the Center is far greater than the anticipated TIF can support; the City may decide, in fact, to devote more TIF revenue to supporting those projects in the short term than are actually generated from that area. If TIF revenues are dedicated, other areas of the City could rightfully argue that no additional TIF revenue (beyond the dedicated portion) should be used there.
3. A dedication of TIF revenues within the Regional Center would set a precedent that could ultimately lead to the balkanization of this important revenue source as other areas of the City request similar dedications. This would seriously impair the ability of the City to maintain and expand the transportation system.
4. A formal dedication accomplishes nothing beyond what can exist today. The City has already expressed support for the Regional Center through the adoption of the Washington Square Regional Center Plan. Council can make the Washington Square Regional Center a priority through adherence to that Plan and appropriations for the Plan's projects in annual budgets.

In order for the County to process an amendment to the TIF ordinance, the City must submit a

letter requesting an amendment. The request is forwarded to the Washington County Coordinating Committee (WCCC) for recommendation and then, if the WCCC recommends the amendment, the request is put on the Washington County Board of Commissioners' consent agenda. The process takes approximately 3-4 months. The County has indicated that they plan on doing a comprehensive review of the TIF ordinance in the spring of 2003 and recommend that we wait to have the additional streets added to the list as part of that review.

3. RECOMMENDATIONS

In order to get the Washington Square projects identified above constructed with TIF funds, several steps must take place:

- Get projects on Countywide TIF list.
- Bring the projects up on the priority list through the CIP process – **COUNCIL POLICY ISSUE.**
- The City Council should review the issue of dedicating TIF revenues generated within the Regional Center area and provide direction to staff as to whether those revenues should or should not be dedicated. **COUNCIL POLICY ISSUE.**
- The prioritized list of proposed TIF projects should be kept current so that the availability of TIF revenues for improvements to the Regional Center may be readily determined.

4. WORK PROGRAM

Status

N e a r T e r m

- Ensure that proposed projects have been approved for TIF funding.
- Incorporate priority projects for consideration when evaluating funding of TIF projects.

S h o r t T e r m (1-10 yrs.)

- Monitor and participate in the County TIF ordinance review to ensure that the Washington Square Regional Center routes are included in the TIF list.

M e d i u m T e r m (5-15 yrs.)

- There are no long term work program tasks for the TIF section.

L o n g T e r m (11-20 yrs.)

- There are no long term work program tasks for the TIF section.

TIF IMPLEMENTATION CHART

	City of Tigard					City of Beaverton	Washington County	Metro	State (ODOT)	Federal	City Council
Tasks/Implementers	LRP	CP	Eng	PW	Fin.						
<i>Near Term (Now)</i>											
Ensure that proposed projects have been approved for TIF funding.	□		■				□				
Incorporate priority projects for consideration when evaluating funding of TIF projects.			■								◆
<i>Short Term (1-10 yrs.)</i>											
Monitor and participate in the County TIF ordinance review to ensure that the Washington Square Regional Center routes are included in the TIF list.			■								
<i>Medium Term (5-15 yrs.)</i>											
None											
<i>Long Term (11-20 yrs.)</i>											
None											

- = Lead Department
- = Involved agencies/departments
- ◆ = Decision maker

1. BACKGROUND

The City charges new developments fees for improvements to water and parks systems necessary to support those developments. The City also collects development fees for Clean Water Services (sanitary and storm sewers) and Washington County Traffic Improvements. These fees, known collectively as systems development charges, or SDCs, may have two components: (1) a reimbursement fee, which represents a fair share buy-in to existing systems, and (2) an improvement fee to pay for additions or improvements to these systems to serve the new development.

By law, SDC revenues may only be spent on projects within the system for which they are charged. For example, Water SDCs may only be spent on water projects, Parks SDCs may only be spent on parks projects, etc. The City, therefore, accounts for SDC revenues within different funds to ensure that these requirements are met. In addition, SDCs can only be spent for the capital needs of these systems: land acquisition, design, architecture and engineering, and construction. Projects eligible for SDC funding are identified in the City's Five-year Capital Improvement Plan (CIP), and funds for first-year projects from the CIP are appropriated in the City's annual budget.

The new development envisioned by the Washington Square Regional Center Plan will generate significantly higher demand for water, parks, storm and sanitary sewers, and roads. SDCs paid by those developments will generate a stream of income which could be used to partially offset those costs, but which will not pay the full cost of these services. The following projects may be considered for SDC funding:

- Develop a stormwater facility upgrade and replacement program designed to improve existing stormwater facilities
- Water quality projects identified in the Plan
- Parks and open space Master Plan
- Fanno Creek linear park development
- Ash Creek linear park development
- Greenway trail connections
- Metzger School park improvements
- Whitford School park improvements
- Ash Creek Neighborhood Park
- Washington Square urban open space
- Highway 217 corridor trail system
- Special parks and facilities
- Streets and roads projects
- Water system upgrades

The Washington Square Regional Center Implementation Plan recommends that the City formally dedicate all SDCs charged on new development within the Washington Square Regional Center to pay for the costs of improvements within that area. This is clearly a major policy question that needs to be addressed by the City Council. There are pros and cons to such a dedication.

The major arguments in favor of a dedication of SDC revenues generated within the Washington Square Regional Center to implementation of the Washington Square Regional Center Plan include:

1. The funding needs of the Washington Square Regional Center Plan are massive. The City will require every possible source of revenue to complete this Plan. A dedication of these revenues ensures that at least the SDC revenue will be available.
2. The dedication of this revenue source is a clear statement of the importance of the Regional Center Plan to Tigard and the entire Portland metropolitan area.
3. Property owners within the Regional Center may be more likely to support requests for additional funding to implement the Plan if they see all revenues generated from the area dedicated back to making the Plan a reality.

The major arguments for not formally dedicating SDC revenues generated within the Washington Square Regional Center to the implementation of the Washington Square Regional Center Plan include:

1. SDCs, by their very nature, are charged to support Citywide systems, not specific geographic area projects.
2. A dedication of SDCs generated within the Regional Center could, in fact, tend to limit funding for projects within the Center. The need in the Center is far greater than the anticipated SDCs can support; the City may decide, in fact, to devote more SDC revenue to supporting those projects in the short term than are actually generated from that area. If SDC revenues are dedicated, other areas of the City could rightfully argue that no additional SDC revenue (beyond the dedicated portion) should be used there.
3. A dedication of SDC revenues within the Regional Center would set a precedent that could ultimately lead to the balkanization of this important revenue source as other areas of the City request similar dedications. This would seriously impair the ability of the City to maintain and expand these important Citywide systems.
4. A formal dedication accomplishes nothing beyond what can exist today. The City has already expressed support for the Regional Center through the adoption of the Washington Square Regional Center Plan. Council can make the Washington Square Regional Center a priority through adherence to that Plan and appropriations for the Plan's projects in annual budgets.

The City's decision not to dedicate SDC revenues generated within the Washington Square Regional Center to projects within the Center would not in any way negate the importance of SDC funding. Rather, it would underscore the importance of ensuring that SDCs are set at appropriate levels to recover allowable costs.

As an alternative to dedicating Citywide SDC revenues to projects within the Washington Square Regional Center, the City could opt to create a special SDC district covering just that area. SDCs could then be developed and charged within that district. Revenue raised from this district would have to be spent within that district. This option would have the effect of dedicating revenues from development within the Regional Center to projects within the area. This option has many of the same pros and cons as does a simple dedication of SDC revenues,

but its major advantage is that it would allow the charging of different (and presumably higher) SDCs within the Center than are charged in other areas of the City.

The issue of SDCs in the Regional Center is further complicated by the fact that the Regional Center extends into four different jurisdictions: Tigard, Beaverton, the Tualatin Hills Parks and Recreation District, and unincorporated Washington County. Each jurisdiction is responsible for setting its own SDCs. The four jurisdictions will need to work together to set comparable SDCs and will need to enter into intergovernmental agreements to ensure that each jurisdiction contributes an appropriate share of its SDC revenues to projects within the Center.

2. PROCESS

State law governs SDCs (ORS 223.297 to 223.314). SDCs can only be charged for the capital requirements of a limited number of City services: water, sewer, storm water, transportation, and parks. By law, cities cannot charge SDCs for other services needed to support new development, such as schools, fire services, and police services. State law provides standards for the calculation of appropriate SDCs.

Under state law, SDCs may be calculated in two pieces: a reimbursement fee and an improvement fee. The reimbursement portion of the SDC constitutes a buy-in to an existing system, reimbursing the City for existing capacity that will be used by the new development. The improvement portion of the SDC pays for new improvements necessary to serve the development. The improvement portion of SDCs is usually supported by Capital Improvement Plans and master plans which clearly identify specific future improvements.

In addition to the requirements of State law, some SDCs collected by the City are actually charged by Washington County and Clean Water Services. Washington County levies the transportation SDC, known as the Traffic Impact Fee, and Clean Water Services levies the sanitary sewer and storm sewer SDCs (Connection fees). The City does not have direct control over the level of these charges.

3. RECOMMENDATIONS

- The City Council should review the issue of dedicating SDC revenues generated within the Regional Center area and provide direction to staff as to whether those revenues should or should not be dedicated.
- The City should work proactively with Beaverton, the Tualatin Hills Parks and Recreation District, and Washington County to ensure that all SDCs are set at levels appropriate to recover existing and future costs of the transportation, water, sewer, and storm sewer systems. In addition, the three jurisdictions should explore changes in state law restricting the use of SDCs for capital improvements in other public systems (notably schools, fire and police) necessary to provide services to new developments.

4. WORK PROGRAM

Status

Near term (Now)

- CIP –Ensure that all near term (five year) projects are clearly identified and funding sources (or lack of funding) are identified in the City's Five-Year CIP.

Short term (1-10 years)

- Master Plans – Review master plans for key City services/systems (i.e. transportation, water, parks, storm system, sanitary sewer system) to ensure that the plans reflect all improvements necessary to provide services to the new developments and projected growth in the City (including the Washington Square Regional Center). Develop project specific plans as needed.
- Review and Update all City SDCs – Review and update all City SDCs and explore the creation of a Tigard Transportation SDC to ensure that they reflect the updated master plans and CIP.
- SDC IGA – Develop a joint intergovernmental agreement between Tigard, Beaverton, Tualatin Hills Parks and Recreation District, and Washington County to ensure coordination of SDCs and to commit to shared SDC funding of appropriate regional Center projects. (Note: This could entail payments of SDC revenues by Beaverton, Tualatin Hills Parks and Recreation District, and Washington County to Tigard, with Tigard taking the lead in the construction of all Regional Center SDC-funded projects.)
- Expand Use of SDCs – Review State statutes governing the application of SDCs in Oregon. Work with Beaverton, Washington County, Metro, and the League of Oregon Cities to request needed changes from the State Legislature.
- Include Fanno Creek linear park development in the CIP
- Include Ash Creek linear park development in the CIP
- Include Metzger School park improvements in the CIP
- Include Whitford School park improvements in CIP (Beaverton)
- Include Ash Creek neighborhood park in CIP

Medium Term (5-15 years)

- Include Greenway trail connections in the CIP
- Include Washington Square urban open space development in the CIP
- Include Highway 217 corridor trail system in the CIP
- Include any special parks and facilities identified in the parks master plan for the Washington Square area in the CIP

Long term (11-20 years)

- Stormwater facility upgrade and replacement program to improve existing stormwater facilities

SDC IMPLEMENTATION CHART	City of Tigard					City of Beaverton	Washington County	Metro	State (ODOT)	Federal	City Council
	LRP	CP	Eng.	PW	Fin.						
Tasks/Implementers											
<i>Near Term</i>											
CIP			■	□	□						
<i>Short Term</i>											
Master Plans	■		■	■							
Review and Update all City SDCs			■	■	□						
SDC IGA	■					■	■				
Expand Use of SDCs	■					■	■	□	□		□
Include the following in the CIP: • Fanno Creek linear park development • Ash Creek linear park development • Metzger School park improvements • Whitford School park improvements (Beaverton) • Ash Creek neighborhood park	□		■	□	□						◆
<i>Medium Term</i>											
Include the following in the CIP: • Greenway trail connections • Washington Square urban open space development • Highway 217 corridor trail system • Any special parks and facilities identified in the parks master plan for the Washington Square area	□		■	□	□						◆
<i>Long Term</i>											
Stormwater facility upgrade and replacement program to improve existing stormwater facilities			■	□							

- = Lead Department
- = Involved agencies/departments
- ◆ = Decision maker

1. BACKGROUND

The Washington Square Regional Center Plan identifies a substantial number of improvements in the Regional Center needed to support projected development within that area. The City of Tigard is exploring existing revenue sources to help pay for these improvements, but it is clear that these sources will not meet the full need. None of the projects in the Washington Square Regional Center Plan are specifically identified to be built using revenues from “additional fees.” Rather, additional fees may help expand existing revenue sources to support projects.

Traditionally, cities around the county use a variety of fees and taxes to support various projects and services. A short (and non-exclusive) list includes economic improvement districts, street utility fees, tax base sharing, employment taxes, business taxes, parking meters, off-street parking fees/taxes, office rental fees, construction excise taxes, regional sales taxes, and congestion pricing.

There are pros and cons to all revenue sources. Some may work in some areas, but not in Tigard; some may work in Tigard but not in other areas. Generally, however, it is advantageous to have a variety of revenue sources. This avoids over-burdening any one class of payers and protects the revenue stream from cyclical fluctuations such as changes in the economy or building activity.

Tigard, in cooperation with Beaverton, Washington County and Metro, should explore various new sources of revenue to see which (if any) should be adopted to help support the needed improvements to the Washington Square Regional Center.

Urban Renewal is discussed in a separate section of this report.

2. PROCESS

New fees and charges may be adopted by a variety of means. Each will carry its own requirements. Some may be adopted by the City Council. Some may be referred to voters of the City or possibly just the Regional Center area. Some may only be adopted by action of the property owners and residents of the Regional Center. Research into likely sources will identify the process to adopt each possible source.

3. RECOMMENDATIONS

Work with Beaverton, Washington County, and Metro to develop a list of “likely” sources of new revenues for further research. This “likely” list of new revenue sources may be refined and enhanced through the use of focus groups or other public involvement methods. In addition, it may be advantageous to enlist the aid of a consultant to aid in the development and public outreach efforts.

4. WORK PROGRAM

Status

Near term (Now)

- None

Short term (1 – 10 years)

- Determine Revenue Study Approach – Work with Beaverton and Washington County to determine how to conduct a study of possible revenue sources. Should this be a joint project by all three agencies or should Tigard take the lead and present the final results to the other two agencies?
- Develop a List of Possible New Revenue Sources – Develop a list of possible revenue sources which merit further study by researching the literature, contacting other agencies, and working with stakeholders in the Regional Center.
- Research Likely Revenue Sources and Develop a Report of the Options – Research likely revenue sources, including revenue-generating potential, costs of collection and administration, and economic, social, and political impacts. Based on this research, identify a list of sources recommended for consideration.
- Public Review and Input – Present recommended options to the City Councils of Tigard and Beaverton and the Washington County Commission for public review and input.
- Select and Adopt Final Options

Medium Term (5 – 15 years)

- None

Long term (11-20 years)

- None

City of Tigard						City of Beaverton	Washington County	Metro	State (ODOT)	Federal	Tigard City Council
ADDT'L LOCAL FEES IMPLEMENTATION CHART						LRP	CP	Eng	PW	Fin	
Tasks/Implementers											
<i>Near Term</i>											
None											
<i>Short Term</i>											
Determine Revenue Study Approach						■		□	□	■	■
Develop a List of Possible New Revenue Sources						■		□	□	■	■
Research Likely Revenue Sources and Develop a Report of the Options						■		□	□	■	■
Public Review and Input						□				□	■
Select and Adopt Final Options						□				□	◆
<i>Long Term</i>											
None											

- = Lead Department/agency
- = Involved agencies/departments
- ◆ = Decision maker

F. URBAN RENEWAL

1. BACKGROUND

Oregon law allows the use of tax increment financing within approved urban renewal areas. Tigard does not currently have any urban renewal areas. Tax increment financing produces revenues based on the growth of property values within the urban renewal area. These revenues are given directly to a Renewal Agency, and can be spent only for activities contained in the urban renewal plan, and only within the boundary of the renewal area. Transportation, parks, storm, water, and sewer improvements are common activities funded with tax increment financing. Tax increment funds can be used to pay for projects on an annual “pay as you go” basis, or can be used to support debt service on long-term borrowings. The funding needs of the Washington Square Regional Center are large and it was assumed that Urban Renewal could be implemented to contribute approximately 65 million towards the 144-160 million dollar identified need in the area. If urban renewal is not pursued or approved, alternate innovative funding sources will have to be acquired in order to complete the vision for the Washington Square Regional Center.

2. PROCESS

There are several specific and necessary steps in developing a typical urban renewal district.

• Establish an Urban Renewal Agency
• Identify the blighted areas
• Assemble final draft of Plan and Report, ensuring that all requirements of ORS 457 are contained in Plan and Report
• Identify sequence and schedule for any public vote on the urban renewal plan
• Meet with County for approval of maximum debt
• Establish a date for a City Council hearing on Plan adoption
• Submit draft plan to Renewal Agency. Agency should receive plan at an advertised meeting, review and respond to any comments, and pass plan on to Council for approval
• Council holds public hearing on adopting Ordinance. The adoption must be non-emergency Ordinance
• Public vote on urban renewal plan
• Send “special notice” of adoption hearing to required parties. (The Plan and Ordinance must be available at this time)
• Ordinance becomes effective based on vote outcome and Council decision

An urban renewal feasibility report must contain the following elements:

- Establish goals and objectives for the renewal plan
- Prepare a list of project activities to be undertaken in the Plan
- Estimate the cost of the project activities
- Identify possible sources and timing of new building values in area
- Make a projection of tax increment revenues during the life of the plan
- Match project revenues and costs to establish when debt can be retired
- Establish the maximum indebtedness of the plan
- Estimate tax impacts of renewal plan on other taxing bodies
- Prepare final feasibility report and supporting presentation documents

Evaluate the feasibility and public support for the formation of an urban renewal district for the Regional Center as a local funding source for major transportation, stormwater, resource enhancement and parks and open space improvements that benefit the entire area.

3. RECOMMENDATIONS

To be developed

4. WORK PROGRAM

Status

Near term (Now)

- To be developed

Short term (1 – 10 years)

- To be developed

Medium Term (5 – 15 years)

- To be developed

Long term (11-20 years)

- To be developed

URBAN RENEWAL FEES IMPLEMENTATION CHART	City of Tigard					City of Beaverton	Washington County	Metro	State (ODOT)	Federal	Tigard City Council
	LRP	CP	Eng	PW	Fin						
Tasks/Implementers											
<i>Near Term</i>											
To be developed											
<i>Short Term</i>											
To be developed											
<i>Medium term</i>											
To be developed											
<i>Long Term</i>											
To be developed											

- = Lead Department/agency
- = Involved agencies/departments
- ◆ = Decision maker

Appendix A – Task Force Recommended Improvements

Project	Description	Estimated cost (\$1,000)	Potential funding source
Transportation Improvements			
Highway 217 Improvements	Identify and plan for the implementation of improvements to Highway 217 and its interchanges between Interstate 5 and Highway 26.	Regional/ ODOT funds	Regional funds
North Mall to Nimbus Connection	Task Force Priority 1 - Build a bridge over Highway 217 connecting the Washington Square Mall with the Nimbus Business Center. The bridge is intended to be a facility for local travel within the Regional Center. It would include a two-way roadway, bike lanes, sidewalks and facilities for transit.	30,000	MRTP, Urban Renewal
SW Nimbus - Greenburg Connection	Task Force Priority 2 – 2 parts: <ul style="list-style-type: none"> • Modify existing roadway north of Scholls Ferry Road to a 3 lane facility with parking, bike lanes and sidewalks. • Extend SW Nimbus Avenue to meet Greenburg Road. This would be a 5-lane roadway with bike lanes and sidewalks – no on-street parking. 	38,000	MRTP, Urban Renewal
South Mall to Nimbus Connection	Task Force Priority 3 – Build a new bridge from SW Locust /Greenburg Road, through Washington Square over Highway 217 terminating at the extended SW Nimbus Avenue south of Scholls Ferry Road.	26,000	MRTP, Urban Renewal
SW Lincoln Street from Locust to Oak	Task Force Priority 4 - Modify Lincoln Street to provide a 3-lane section with parking, bike lanes and sidewalks between SW Locust Street and SW Oak Street.	3,000	TIF, LID
Widening of Hall Boulevard (3 or 5 lanes)	Task Force Priority 5 – First, build a 3-lane facility with sidewalks and bike lanes between Oleson Road and Highway 217. If after other project recommendations have been built and it is found that Hall Boulevard still needs to be a 5-lane facility, the roadway would be widened again. In the interim, and as possible, the City of Tigard or ODOT would acquire the right-of-way necessary.	18,000 for 3 lane, 24,000 for 5 lane	MRTP, Urban Renewal, State
SW Locust Street from Hall to Greenburg	Modify Locust Street between Hall Boulevard and Greenburg Road to include a 3-lane section with parking, bike lanes, sidewalks and other streetscape improvements.	40-55	Urban Renewal, TIF
Washington Square Mall internal roads	Build improvements to existing Washington Square Mall internal circulation roads to meet public street standards with bike lanes and sidewalks.	Varies	Require for development, LID, Urban Renewal
Cascade Avenue	Improve existing roadway (north and south of Scholls Ferry Road) to 3-lane standard with parking, bike lanes, and sidewalks.	Varies	LID, developer
Oak Street improvements from Hall to Lincoln	Modify the roadway to provide a 2-lane section with parking, bike lanes, and sidewalk between SW Hall Boulevard and SW Lincoln Street.	40-55	LID, developer

Project	Description	Estimated cost (\$1,000)	Potential funding source
Stormwater Management			
Develop a storm water facility upgrade and replacement program designed to improve existing storm water facilities	<ul style="list-style-type: none"> Complete a drainage analysis of area; Identify necessary improvements. Construct upgrade for residential area north of Oak Street Construct /replacement for other areas Demonstration Project 	3,800-5,800 total	Urban Renewal, LID, SDC, Service Charge
Major new storm water improvements identified as part of the Fanno Creek Watershed Master Plan	Water quality projects Ash Creek; Park Place to Cedarcrest Rd., Hall to Metzger, Hwy 217 to Hall, confluence to Hwy 217	665	SWM SDC's
Parks and Open spaces			
Parks and Open Space Master Plan	Master Plan for all parks, plazas and open spaces identified in the Washington Square Regional Center Plan and Implementation Plan	250	SDC, Metro
Fanno Creek linear park development	Connections from the existing Fanno Creek greenway trail to the Regional Center to the east and to other parks and trails	425-700	SDC, developer contributions, Metro Greenspaces program
Ash Creek linear park development	Connections along Ash Creek and to the Fanno Creek trail system and Hwy 217 crossing	1,710-2,850	SDC, developer contributions, Metro Greenspaces program
Greenway trail connections:			
• Fanno Creek to Red Tail Golf Course	Connection over Hwy 217 between the Fanno Creek greenway to Whitford school and Red Tail Golf Course	838-1,234	MTIP, SDC, developer contributions
• Red Tail Golf Course Trail	Connections through or around the golf course	245-555	MTIP, SDC, developer contributions
• Oleson Road to Hall Blvd	Connections between Red Tail Golf Course and Hall Blvd.	345-1,540	MTIP, SDC, developer contributions
• Hall Blvd. to Metzger Park	Sidewalk widening and improvements along Hall Blvd. to the park	150-275	MTIP, SDC, developer contributions
Metzger School Improvements	Improvements to recreation, sports and playground facilities	150	SDC, developer contributions,

Project	Description	Estimated cost (\$1,000)	Potential funding source
			school district
Whitford School Improvements	Improvements to recreation, sports and playground facilities	150	SDC, developer contributions, school district
Ash Creek Neighborhood Park	New neighborhood park east of Greenburg Road	755-1,585	SDC, developer contributions
Washington Square Urban Open space	New urban plaza near the center of the Regional Center	7,675-10,645	SDC, developer contributions
Highway 217 Corridor Trail System	Bicycle and pedestrian trail system to provide connections to the greenbelt, enhanced pedestrian streets, bridge crossings and open space facilities	240-790	Part of Highway 217 widening project, SDC, developer contributions
Special Parks and Facilities	Possible local recreation and interpretive facilities include arboretum, butterfly parks, community centers, swimming pools, tennis facilities, skating parks, museums, interpretive facilities and others	175	SDC, developer contributions, targeted fundraising

Sources: Washington Square Regional Center Phase II Implementation Plan Summary Report and Washington Square Regional Center Funding Matrix developed by the City of Tigard internal funding strategy group.

AGENDA ITEM # _____
FOR AGENDA OF 11/26/02

CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA Skate Park Facility Design Presentation

PREPARED BY: Dan Plaza DEPT HEAD OK _____ CITY MGR OK _____

ISSUE BEFORE THE COUNCIL

City Council is being asked to approve the Skate Park Facility Design as presented.

STAFF RECOMMENDATION

Staff recommends that the Council approve the Skate Park Facility Design as presented.

INFORMATION SUMMARY

The Mayor's Skate Park Task Force has conducted many meetings since its inception. The Council, at their January 15, 2002 meeting gave their unanimous consensus to provide the Task Force with \$20,000 in seed money to pay for a design consultant and to cover some of the initial costs of the Task Force. There have been several meetings focusing on a design for a skate park facility. At the City Council's May 14, 2002 meeting the Council approved the hiring of Purkiss Rose, RSI to prepare a skate park design and preliminary cost estimates. The consultants conducted three design meetings attended by kids and adults of all ages. The dates of those meetings were June 13, July 30 and September 18. The product of this design process is a final design and cost estimate for a skate park facility, which can be adapted to any given permanent site location. This proposed design has been approved by two of the City's insurance representatives.

Issues remaining to be addressed are site selection, fundraising, and of course, construction of the skate park. The Site Selection committee continues looking for a site for the skate park facility. They have looked at various potential sites and the present focus is the Fowler School site on Tigard Street. The Finance committee continues to meet to discuss fundraising options and the Task Force Chair is presently trying to get additional members to serve on the fundraising committee. A community meeting to discuss the possibility of locating a skate park facility at the Fowler site has been set for November 20, 2002. Staff will provide an update from the meeting on the 20th at the November 26 Council meeting.

OTHER ALTERNATIVES CONSIDERED

Council not approve the Skate Park Facility Design

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

- Urban and Public Services, Recreation #1, "providing opportunities for the Tigard community."
- Parks and Greenways #2, Strategy, "acquire and develop park land."

ATTACHMENT LIST

Skatepark Master Plan Drawing (Larger, colored copy will be forwarded in the Council Newsletter packet on November 22, 2002.)

FISCAL NOTES

The design process, which is complete, cost \$12,318.

Funds for future design (prepare construction drawings/specs, etc.) and possible land acquisition are in the Parks Capital fund (\$200,000). ***At the present time, it is anticipated that a fundraising campaign, spearheaded by the mayor's task force, will generate the funding necessary to construct the skate park facility.***

The *estimated* costs to construct the skate park facility are as follows (assuming no costs for land acquisition):

Size	Costs	With Ancillary Costs
15,000 square foot park	\$392,000	\$540,000
20,000 square foot park	\$519,000	\$669,000
25,000 square foot park	\$627,000	\$777,000

**** *Ancillary costs estimated at \$150K (bathrooms, landscaping, walkways, spectator area(s) drinking fountain, security lighting, furnishings, additional parking, etc.***

AGENDA ITEM # _____
FOR AGENDA OF 11/26/02

CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE A Resolution Appointing the Downtown Task Force

PREPARED BY: Beth St. Amand DEPT HEAD OK _____ CITY MGR OK _____

ISSUE BEFORE THE COUNCIL

Since May 2002, the City has held informational meetings with Downtown business and property owners to discuss how Commuter Rail could benefit Tigard's Downtown. As a result, 12 individuals who have attended these meetings volunteered to join a Downtown Task Force to address the Commuter Rail station plan and infrastructure improvements, including pedestrian and vehicular circulation.

STAFF RECOMMENDATION

That Council pass a resolution appointing the Downtown Task Force for an 18-month term.

INFORMATION SUMMARY

Washington County and TriMet—along with Tigard, Beaverton, Tualatin, Wilsonville and other regional partners— are planning a Commuter Rail train system that would carry commuters from Wilsonville to Beaverton beginning in 2005. As part of those plans, Tigard would have a Downtown station.

In May 2002, the City invited all Downtown business and property owners to a Commuter Rail informational meeting with project leaders Washington County and TriMet. The meeting's purpose was to disseminate information, and then discuss how Commuter Rail could benefit Tigard's Downtown by acting as a catalyst for other improvements. To continue the discussion, the group met again in June, August and October. To recognize and support this group's work effort, Council suggested that the group be formalized as the Downtown Task Force.

The Task Force will work closely with Washington County and TriMet to influence the station's development and appearance. The Task Force will also examine Downtown infrastructure improvements, including pedestrian and vehicular circulation. The timeline for this work is not anticipated to exceed 18 months.

OTHER ALTERNATIVES CONSIDERED

That Council not pass a resolution appointing the Downtown Task Force for an 18-month term.

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

Community Character and Quality of Life/Central Business District Goal #1, Provide opportunities to work proactively with Tigard Central Business District Association (TCBDA) businesses and property owners and

citizens of Tigard to set the course for the future of the central business district.

Transportation and Traffic Goal #3, Alternative Modes of Transportation are Available and Use is Maximized.

ATTACHMENT LIST

Attachment 1: Proposed Resolution
Exhibit A: Task Force Process

FISCAL NOTES

The Downtown Task Force will explore additional funding mechanisms for the Downtown station and related improvements.

CITY OF TIGARD, OREGON

RESOLUTION NO. 02-_____

A RESOLUTION TO FORM THE DOWNTOWN TASK FORCE AND APPOINT MEMBERS TO THE TASK FORCE.

WHEREAS, Washington County and TriMet—along with Tigard, Beaverton, Tualatin, Wilsonville and other regional partners— are planning a Commuter Rail train system that would carry commuters from Wilsonville to Beaverton beginning in 2005; and

WHEREAS, as part of those plans, Tigard would have a Downtown station; and

WHEREAS, the Downtown Commuter Rail station will be located adjacent to the existing Transit Center and will front Main Street, thus bringing riders into Downtown; and

WHEREAS, in May 2002, the City invited all Downtown business and property owners to a Commuter Rail informational meeting with project leaders Washington County and TriMet to discuss how Commuter Rail can act as a catalyst for other Downtown improvements; and

WHEREAS, a consistent group of Downtown property and business owners and other interested parties met again in June, August and October to review the station-area plans, working closely with Washington County and TriMet to influence the Downtown station's development; and

WHEREAS, one of the City Council's Goals is to plan for the Commuter Rail station; and

WHEREAS, to recognize and support this group's work effort, Council suggested that the group be formalized as the Downtown Task Force. The Downtown Task Force shall consist of up to 12 citizen members.

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

SECTION 1: The Downtown Task Force is hereby established and its members shall consist of the following individuals: Chair: City Councilor Craig Dirksen; Members: Carolyn Barkley; Brian Bishop; Martha Bishop; Alexander Craghead; Francine Gritzbaugh; Marland Henderson; Chris Lewis; Mike Duyck (TVF&R); Mike Marr; Judy Munro; Mike Stevenson; Dr. David Torkko.

SECTION 2: The Task Force will work closely with Washington County and TriMet to influence the station's development and appearance. The Task Force will also examine Downtown infrastructure improvements, including pedestrian and vehicular circulation, as outlined in Exhibit "A".

SECTION 3: The timeline for this work is not anticipated to exceed 18 months.

SECTION 4: This resolution is effective immediately upon passage.

PASSED: This _____ day of _____ 2002.

Mayor - City of Tigard

ATTEST:

City Recorder - City of Tigard

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DOWNTOWN TASK FORCE

**OBJECTIVE: TO USE COMMUTER RAIL AS A CATALYST
TO MAKE DOWNTOWN IMPROVEMENTS**

